REPORT

FROM THE

SELECT COMMITTEE

ON

WORKMEN'S TRAINS;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND AN APPENDIX.

Ordered, by The House of Commons, *to be Printed,*
3 *August* 1904.

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1904.

305.

WORKMEN'S TRAINS.

[*Thursday*, 14*th April* 1904]:—Workmen's Trains.—*Ordered*, That a Select Committee be appointed to inquire into the working and administration of The Cheap Trains Act, 1883, and to report whether any, and, if so, what Amendments are reasonable and necessary to improve the service of Workmen's Trains in the Metropolis and elsewhere, and to secure the provision of the accommodation required by workmen by all Railway Companies.

Lieutenant-Colonel Bowles, Mr. Galloway, Mr. Leverton Harris, Mr. Bonar Law, Mr. Levy, Colonel Lockwood, Mr. Lough, Mr. Nannetti, Captain Norton, Mr. Peel, Mr. Matthew Ridley, Sir Harry Samuel, Mr. Sheehan, Mr. Ure, and Sir Thomas Wrightson were accordingly *nominated* Members of the Committee.

Ordered, That the Committee have power to send for persons, papers, and records.

Ordered, That Five be the Quorum.—(Sir *Alexander Acland-Hood.*)

[*Tuesday*, 14*th June* 1904]:—Select Committee on Workmen's Trains.—That Mr. Bonar Law be discharged from the Committee.

Ordered, That Mr. Gerald Loder be added to the Committee.—(Sir *Alexander Acland-Hood.*)

[*Monday*, 20*th June* 1904]:—*Ordered*, That the Minutes of Evidence taken before the Select Committee on Workmen's Trains in the last Session of Parliament be referred to the Select Committee on Workmen's Trains.—(Colonel *Bowles*).

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REPORT.

THE SELECT COMMITTEE appointed to inquire into the WORKING and ADMINISTRATION of the CHEAP TRAINS ACT, 1883, and to report whether any, and, if so, what Amendments are reasonable and necessary to improve the Service of WORKMEN'S TRAINS in the METROPOLIS and elsewhere, and to secure the provision of the accommodation required by workmen by all Railway Companies;——HAVE agreed to the following REPORT:—

YOUR COMMITTEE have considered the matters to them referred, and have taken some evidence thereupon, which they have agreed to report to the House, together with an Appendix. They recommend that a Select Committee upon the same subject should be appointed in the next Session of Parliament.

3rd August 1904.

MINUTES OF PROCEEDINGS.

Monday, 20*th June* 1904.

MEMBERS PRESENT:

Lieut.-Colonel Bowles.	Mr. Ure.
Mr. Lough.	Captain Norton.
Mr. Galloway.	Mr. Peel.
Mr. Loder.	Mr. Matthew Ridley.

Lieut.-Colonel BOWLES was called to the Chair.

The Committee deliberated.

[Adjourned till Monday next, at Three o'clock.

Monday, 27*th June* 1904.

MEMBERS PRESENT:

Lieut.-Colonel BOWLES in the Chair.

Colonel Lockwood.	Captain Norton.
Mr. Ure.	Mr. Galloway.
Mr. Levy.	Mr. Lough.
Mr. Loder.	Mr. Nannetti.
Mr. Leverton Harris.	Mr. Sheehan.

Mr. *Edgar Harper* was examined.

[Adjourned till Wednesday next, at Three o'clock.

Wednesday, 29*th June* 1904.

MEMBERS PRESENT:

Lieut.-Colonel BOWLES in the Chair.

Mr. Galloway.	Mr. Lough.
Mr. Leverton Harris.	Mr. Nannetti.
Sir Thomas Wrightson.	Captain Norton.
Colonel Lockwood.	Sir Harry Samuel
Mr. Loder.	

Mr. *Edgar Harper* was further examined.

[Adjourned till Monday next, at Three o'clock.

Monday, 4th July 1904.

MEMBERS PRESENT:

Lieut.-Colonel BOWLES in the Chair.

Mr. Ure.	Mr. Lough.
Mr. Levy.	Mr. Galloway.
Colonel Lockwood.	Captain Norton.
Mr. Loder.	Sir Harry Samuel.

Mr. *Edgar Harper* was further examined.

Mr. *Robert Thornton* was examined.

[Adjourned till Wednesday next, at Three o'clock.

Wednesday, 6th July 1904.

MEMBERS PRESENT:

Lieut.-Colonel BOWLES in the Chair.

Sir Thomas Wrightson.	Mr. Loder.
Mr. Sheehan.	Mr. Ure.
Captain Norton.	Mr. Levy.
Mr. Galloway.	Mr. Lough.
Mr. Leverton Harris.	Sir Harry Samuel.

Mr. *Alpheus Cleophas Morton*, was examined.

[Adjourned till Wednesday next, at Three o'clock.

Wednesday, 13th July 1904.

MEMBERS PRESENT:

Lieut.-Colonel BOWLES, in the Chair.

Sir Thomas Wrightson.	Sir Harry Samuel.
Mr. Lough.	Mr. Loder.
Mr. Levy.	Colonel Lockwood.
Mr. Sheehan.	Mr. Galloway.
Mr. Nannetti.	Mr. White Ridley.
Captain Norton.	Mr. Peel.

Alderman *George Dew*, was examined.

[Adjourned till Monday next, at Three o'clock.

Monday, 18*th July* 1904.

MEMBERS PRESENT:

Lieut.-Colonel BOWLES, in the Chair.

Mr. Galloway.	Mr. Sheehan.
Colonel Lockwood.	Captain Norton.
Mr. Loder.	Sir Harry Samuel.
Mr. Nannetti.	Mr. Peel.

Mr. *William Forbes* and Mr. *Frederick William Caple*, were examined.

[Adjourned till Wednesday next, at Three o'clock.

Wednesday, 20*th July* 1904.

MEMBERS PRESENT:

Lieut.-Colonel BOWLES in the Chair.

Sir Harry Samuel.	Mr. Lough.
Mr. Levy.	Captain Norton.
Mr. Ure.	Mr. Leverton Harris.
Mr. Nannetti.	Sir Thomas Wrightson.
Mr. Loder.	Mr. Peel.
Mr. Galloway.	

Mr. *John Francis Sykes Goodday* was examined.

[Adjourned till Monday next, at Three o'clock.

Monday, 25*th July* 1904.

MEMBERS PRESENT:

Lieut.-Colonel BOWLES in the Chair.

Sir Thomas Wrightson.	Captain Norton.
Mr. Ure.	Mr. Lough.
Mr. Sheehan.	Sir Harry Samuel.
Mr. Levy.	Col. Lockwood.
Mr. Galloway.	Mr. Nannetti.

Mr. *William Henry Helliwell* and Mr. *Wallace Bligh Cheesman* were examined.

[Adjourned till Wednesday next, at Three o'clock.

Wednesday, 27th July 1904.

MEMBERS PRESENT:

Lieut.-Colonel BOWLES in the Chair.

Mr. Levy.	Mr. Lough.
Mr. Ure.	Sir Harry Samuel.
Captain Norton.	Mr. Leverton Harris.
Sir Thomas Wrightson.	Mr. Peel.
Mr. Galloway.	Mr. Loder.

Mr. *Henry Partington* was examined.

[Adjourned till Wednesday next, at Three o'clock.

Wednesday, 3rd August 1904.

MEMBERS PRESENT:

Lieut.-Colonel BOWLES in the Chair.

Captain Norton.	Mr. Lough.
Mr. Loder.	Sir Thomas Wrightson.

Mr. *George Arnold* and Mr. *John D. Fulton* were examined.

Draft Report proposed by the Chairman brought up and read the first time, as follows:—

"Your Committee have considered the matters to them referred, and have taken some evidence thereupon, which they have agreed to report to the House, together with an Appendix. They recommend that a Select Committee upon the same subject should be appointed in the next Session of Parliament."

Report read a second time, and *agreed to.*

Ordered, To Report—together with the Minutes of Evidence, and an Appendix.

EXPENSES OF WITNESSES.

NAME OF WITNESS.	Profession or Condition.	From whence Summoned.	Number of Days Absent from Home, under Orders of Committee.	Allowance during Absence from Home.	Expenses of Journey to London and back.	TOTAL Expenses allowed to Witness.
				£. s. d.	£. s. d.	£. s. d.
Robert Thornton - -	Mechanic - - - -	South Shields -	Three	1 10 –	2 6 11	3 16 11
J. D. Fulton - - -	Stoker - - - -	Tignabruick, Kyles of Bute.	Three	1 10 0	3 8 5	5 13 5
			Loss of wages	– 15 0	- - -	
						9 10 4

MINUTES OF EVIDENCE

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MINUTES OF EVIDENCE

Monday, 27th June, 1904.

PRESENT:

Lieut.-Colonel Bowles.
Mr. Galloway.
Mr. Leverton Harris.
Mr. Levy.
Colonel Lockwood.
Mr. Gerald Loder.
Mr. Lough.
Mr. Nannetti.
Captain Norton.
Mr. Sheehan.
Mr. Ure.

LIEUT.-COLONEL BOWLES IN THE CHAIR.

Mr. EDGAR HARPER, called in; and Examined.

Chairman.

1. You are, I believe, Statistical Officer of the London County Council?—I am.

2. And you have given a good deal of consideration to the question of locomotion in London generally, and particularly to the question of cheap locomotion for workmen?—I have.

3. And you have been authorised by the Parliamentary Committee of the Council to give evidence on the subject of the Cheap Trains Act before this Committee?—That is so.

4. Will you tell us the different points which you wish to bring before the Committee?—I have divided my evidence under 10 heads: (1) The obligations as to workmen's trains prior to the Cheap Trains Act; (2) The Cheap Trains Act itself; (3) The operation of the Cheap Trains Act; (4) Workmen's Trains legislation since the passing of the Cheap Trains Act; (5) Workmen's Train Services at the present time; (6) Cheap Train Services; (7) Locomotion facilities for workmen in continental countries; (8) The need for a cheap and sufficient service of Workmen's Trains in London; (9) The remunerativeness of Workmen's Trains; and (10) Suggested amendments of the Cheap Trains Act.

5. With regard to your first head: obligations as to workmen's trains prior to the Cheap Trains Act, what have you to say?—Though the Cheap Trains Act of 1883, is the first and only general enactment in regard to the running of workmen's trains, the principle of cheap locomotion for workmen had been already embodied in several Acts applying to London railway companies. The first provision of the kind appears to have been inserted in two Acts passed in 1861, one applying to the Metropolitan Railway, and the other to the North London Railway. Between that year and 1883 similar clauses applying to four other companies were inserted, viz., the East London, the Great Eastern, the London, Chatham and Dover, and the Metropolitan District Companies. Copies of most of these clauses will be found in Appendix No. 1 to the proceedings of the Select Committee of last year. It will be seen that they are to a large extent based on a common plan, the facilities required by each being as follows:—(1) One workmen's train to be run every morning and a return train every evening, at a fare of 1d. for the single journey; (2) The morning train to be run before 7 a.m. (in the Great Eastern clause of 1865, before 8 a.m.), and the evening train after 6 p.m.; (3) The trains to stop at all intermediate stations; this is not required by the North London clause of 1861 and the Great Eastern of 1865; (4) In case of complaint, the times of the trains to be regulated by the Board of Trade; (5) The trains might be discontinued on proof to the Board of Trade of an average daily traffic by each train of less than 100 for a continuous period of six months; (6) Compensation for injury to be limited to 100*l.*, and the amount within this limit to be decided by an arbitrator appointed by the Board of Trade. This limit was not imposed by the Metropolitan and the North London Clauses of 1861, and the Metropolitan (St. John's Wood line) and the Metropolitan District Clauses of 1864.

Chairman—continued.

Chairman—continued.

1864, but was inserted in subsequent clauses applying to these lines. It was extended to passengers by all workmen's trains at fares of 1*d.* single or 2*d.* return, by clauses in the Acts of the Great Eastern (1869), Metropolitan (1866), Metropolitan District (1884) and North London (1867) Railway Companies. In the case of the Metropolitan District Railway the limit was further extended, by the Company's Act of 1893, to all workmen passengers with tickets at fares not exceeding those set out in the Act. In the Acts of the East London, the Great Eastern (with one exception) and the London Chatham and Dover Companies, these trains were required to be provided for "artisans, mechanics and daily labourers, both male and female." In the Acts of the Metropolitan, the Metropolitan District and the North London Companies, and one of the Great Eastern Company's Acts, the general expression "labouring classes" was employed. In some instances the companies were not required by these clauses to issue less than a week's tickets at a time, and in these cases the clauses give power to the company for ascertaining the *bonâ fides* of applicants for workmen's tickets, and provide penalties for the abuse of workmen's tickets. In addition to the clauses in the Acts of these six companies requiring the companies to run workmen's trains the London, Tilbury and Southend Act of 1882 contained a clause authorising that company to run workmen's trains, and to discontinue running them at any time if it thought fit. If the trains are run the fares are not to exceed ¼*d.* per mile, and the 100*l.* limit of compensation is to apply to the passengers by them.

6. That did away with the question of flat fares. All the others are what are termed in America flat fares?—Yes; in all the other cases there is a flat fare of 1*d.* for the single journey. The trains required by two of these Acts do not appear to be run at the fares prescribed. The London, Chatham and Dover Act of 1864 provides for a train from Loughborough Junction and Peckham Rye to Ludgate Hill, at a fare of 1*d.* (single journey); workmen's trains are run now between Loughborough Junction and Ludgate Hill, at a fare of 2*d.* return; but between Peckham Rye and Ludgate Hill the workmen's fare is 4*d.* return. The East London Act of 1865 provides for a train from New Cross to Liverpool Street, at a fare of 1*d.* (single journey) on the completion of Railways Nos. 1 and 2, authorized by the Act. Railway No. 2 (Whitechapel to Liverpool Street) has apparently never been constructed, the trains from the East London line being run to Liverpool Street over the Great Eastern line, the workmen's return fare from New Cross being 4*d.* Although Railway No. 2 has not been constructed, the London, Brighton and South Coast Company (which, together with the Great Eastern, works the East London line) quoted the Act in its return made to the Board of Trade in 1899, as a statutory obligation to run workmen's trains.

Chairman—continued.

7. Do you mean that although they quoted the Act in their table to the Board of Trade, they have not carried out what the Act provided?—Yes; I have never seen any explanation why the Brighton Company, or whatever company is responsible for carrying out that provision, has not carried it out.

Mr. *Gerald Loder.*

8. But the line has never been made?—The line has not been made, but an equivalent line has.

Mr. *Leverton Harris.*

9. Under the same Act of Parliament has a line been made, or under a separate Act?—Under a separate Act.

Mr. *Gerald Loder.*

10. But not by the Brighton Company at all?—No, not by the Brighton Company.

11. The reason why I pressed that is, because the Chairman's question seemed to imply that there had been some dereliction of duty on the part of the Brighton Railway Company; do you say that there has been any yourself?—It would be quite impossible for me to say that. I have no doubt you will have an opportunity of raising that question later on.

Chairman.

12. It is a point which we ought not to miss over?—If you please. The following is a summary given in the Report on Workmen's Trains issued by the Board of Trade in 1883, of the workmen's trains required to be run on Metropolitan Lines under the Workmen's Trains Clauses in the Acts prior to 1883, and the workmen's trains actually run in the year 1883:—

RAILWAY.	Workmen's Trains required to be run daily under Clauses in Railway Companies' Acts prior to 1883.		Workmen's Trains actually run daily in 1883.	
	Number.	Mileage.	Number.	Mileage.
Great Eastern	5	22·25	23	116·50
Metropolitan	2	9·50	12	98·00
London, Chatham and Dover	1	3·75	13	93·50
East London	1	4·50	17 *a*	79·75 *a*
Metropolitan District	1	5·19	5	28·71
North London	1	2·00	5	10·00
London, Brighton and South Coast	No statutory obligation		15	138·00
London and South Western	No statutory obligation		12	125·75
Great Northern	No statutory obligation		3	32·73
London, Tilbury and Southend	Statutory provision not compulsory		3	22·84
South Eastern	No statutory obligation		2	17·61
Great Western	No statutory obligation		None	—
London and North Western	No statutory obligation		None	—
Midland	No statutory obligation		None	—
Total	11	47·19	110	763·39

a Run by the London, Brighton and South Coast Company.

Chairman—continued.

The trains in this table are the morning trains only, and do not include the provision for the return journey, which was made by ordinary train. Under the Acts the companies had to provide the same number of trains for the return journey in the evening as were provided in the morning. It will be seen from this table that each of the six companies compelled by Act of Parliament to run workmen's trains ran more workmen's trains than they were required to do. Five other Companies ran workmen's trains, although under no statutory obligation to do so, two of them—the London and South Western and the London, Brighton and South Coast—making substantial provision for workmen. Three companies ran no workmen's trains in 1883.

13. With regard to these flat fares, I think that is an important question for this Committee to consider. I do not know whether you have considered it entirely from the statistical point of view; or have the Council considered whether it is an advantage to have flat fares which, to my mind, enables workmen to go further away from London while it does not congest one particular district?—Neither the Council nor the Committee charged with this business have come to any definite resolution either for or against flat rates.

Colonel *Lockwood.*

14. What do you call flat rates exactly; is it one fare for a particular zone?—I do not understand that by a flat rate is commonly meant a fare for a zone, but a uniform fare for the entire length of the railway. The Central London 2*d.* fare, for instance, is a flat rate.

15. Why is it called a flat rate?—I am only using a term which has been used before, and it requires so many other words to take its place.

Chairman.

16. Is there anything further you wish to say with regard to the summary?—The summary is taken from the Report issued by the Board of Trade in 1883, and the only alteration in the Board of Trade figures which I have ventured to make is, to take the trains which run over the East London Line and classifying them under the head of East London. In the Board of Trade Returns they are all included with the Brighton trains proper.

17. Will you now give us the effect of the Cheap Trains Act, in order to make the table useful?—In the first place may I point out that in 1882 the Report of the Select Committee of the House of Commons, on Artizans' and Labourers' Dwellings Improvement, called attention to "the importance of favouring, in every way, facilities of transit between the great centres of industry and the outlying districts, and especially between the Metropolis and its suburbs." This Committee recommended—"That similar conditions as to workmen's trains within a certain distance from London, to those now imposed upon the Great Eastern Railway Company, should be enforced in the case of other railways as opportunities may offer." The conditions referred to were those contained in the Great Eastern Railway Acts, already referred to, which provided for the running of a workmen's train on each of several branches of the line at a fare of 1*d.* for each journey. The Committee's recommendation, therefore, only suggested the obtaining of facilities in the same manner as previously, *i.e.*, that of inserting workmen's train clauses in the Bills brought before Parliament from time to time by the companies. One of the witnesses who appeared before that Committee suggested (Q. 5084 of the evidence taken in 1881) that the railway companies might be inclined to extend cheap travelling facilities in return for some alteration in the passenger duty. In 1883 the Cheap Trains Act was passed. You no doubt have copies of the Act before you. The main provisions of the Cheap Trains Act relating to workmen's trains, contained in Section 3, are as follows:—"3. (1) If at any time the Board of Trade have reason to believe—(*b*) that upon any railway carrying passengers proper and sufficient workmen's trains are not provided for workmen going to and returning from their work at such fares and at such times between six o'clock in the evening and eight o'clock in the morning as appear to the Board of Trade to be reasonable, then . . . . the Board of Trade may make such inquiry as they think necessary, or may, if required by the company or any of the companies concerned, refer the matter for the decision of the Railway Commissioners, who shall have the same power therein as if it had been referred to their decision in pursuance of the Regulation of Railways Act, 1873. (2) If on an enquiry under this Act it is proved to the satisfaction of the Board of Trade or the Railway Commissioners, as the case may be, that such proper and sufficient . . . workmen's trains as aforesaid are not provided by any railway company, the Board of Trade or the Railway Commissioners, as the case may be, may order the Company to provide such . . . workmen's trains at such fares as, having regard to the circumstances, may appear to the said Board or the Commissioners to be reasonable. (3) If any Company on whom an order is made under this Act to provide proper and sufficient . . . workmen's trains refuse, or, at any time after the expiration of one month from the making thereof, neglect to comply with the order, the Board of Trade shall issue a certificate to that effect to the Commissioners of Inland Revenue, and after the date of such certificate the Company shall lose the benefit of this Act and be liable to pay in respect of the fares received after such date the same amount of passenger duty as would be payable if the passenger duty had not been varied as provided by this Act; and shall continue so liable in respect of all fares received up to the date at which the Board of Trade certify that the Company has complied with the said order. When two or more companies are concerned the certificate shall state whether both or all, or one or more, and which of them, is in default. (4) A company on whom an order is made by the Board of Trade under this section may within six months after the making of the order appeal to the Railway Commissioners,

Chairman—continued.

Commissioners, who shall have the same power in the matter as if it had been originally referred to their decision." It will be seen that, as regards the number of trains to be run, the Act requires "proper and sufficient workmen's trains . . . for workmen going to and returning from their work." As regards time the trains are to be run "between 6 in the evening and 8 o'clock in the morning," with a discretion to the Board of Trade or the Railway and Canal Commission within those limits. The question of fares is left entirely to the discretion of the Board of Trade and the Railway and Canal Commission. There is no maximum or minimum for the guidance of the tribunal. The Act gives railway companies the right to have any complaint referred for decision to the Railway Commissioners instead of being heard by the Board of Trade. No such choice of tribunal is given to applicants under the Act. Further, in case an application is in the first instance heard by the Board of Trade, railway companies have the right of appeal to the Railway Commissioners, which they may exercise any time within six months after the Board of Trade has made an Order. The case has then to be tried over again. A similar right of appeal is not given to applicants.

Mr. *Galloway.*

18. Do you suggest that it should be?—I am dealing with the facts at present, if you would not mind my deferring distinct recommendations for the moment. Some important differences may be pointed out between the details of this Act and the workmen's trains clauses in the Railway Companies Acts, which had preceeded it. In all the railway Acts except one, the trains were to be run before 7 in the morning and after 6 in the evening: under the Cheap Trains Act, the trains are to be run between 6 p.m. and 8 a.m.—an extension of one hour in the morning. This was one of the points of detail in the bill on which there was some discussion when it was passing through the House of Commons. An amendment was proposed substituting 7 for 8 o'clock. It was opposed by the Government and withdrawn. Mr. Chamberlain, in speaking against the amendment said: "In many

Mr. *Galloway*—continued.

industries the work hardly commenced before 8 o'clock or even 9; and 8 o'clock is, I think, a very fair compromise." Under the Railway Companies' Acts, the workmen's fare for each of the trains ordered to be run was in all cases fixed at 1*d.* single and 2*d.* return; under the Cheap Trains Act the fares are to be such as appear to the Board of Trade or the Railway and Canal Commission to be reasonable. Compensation for injury was limited under the special Acts to 100*l.*, while under the Cheap Trains Act there is no such limitation. In the Cheap Trains Act only the expression "workmen" is used. In some of the clauses prior to the Act the words used were "artisans, mechanics, and daily labourers both male and female," and in others "labouring classes." The expression "workmen" seems to be intended to be used in its most comprehensive acceptation. The definition of the expression "labouring class" or "working class" in a similar connection, viz., in the Standing Orders of Parliament with regard to rehousing, and in the Housing Act of 1903, which has superseded these Orders, is as follows: "The expression 'working class' includes mechanics, artisans, labourers, and others working for wages, hawkers, costermongers, persons not working for wages but working at some trade or handicraft without employing others, except members of their own family; and persons other than domestic servants whose income in any case does not exceed an average of 30*s.* a week; and the families of any of such persons who may be residing with them. (Schedule, Section 12 (e).). The remission of passenger duty referred to in Section 3 is provided for by Section 2 of the Act. The scale of passenger duty payable by railway companies was fixed by an Act passed in 1842 (5 and 6 Vic., cap. 79) at 5 per cent. on all receipts from passengers; an Act passed in 1844 (7 and 8 Vic., cap. 85) exempted from duty the receipts from passengers at fares not exceeding the rate of 1*d.* per mile carried by the trains run at that rate in accordance with the terms of the Act. The effect of the Cheap Trains Act was to abolish the 5 per cent. duty on all fares not exceeding 1*d.* a mile (in addition to fares by the parliamentary trains exempted by the Act of 1844) and to reduce the duty on the other fares within "certified urban districts" from 5 per cent. to 2 per cent.

Chairman.

19. Then your next head is the operation of the Cheap Trains Act. A list of the applications under the Cheap Trains Act is given in Appendix No. 3 to the Proceedings of last year's Select Committee. The following analysis of the results will help in obtaining some idea of the operation of the Act so far as actual applications are concerned:—

Chairman—continued.

Year.	Total number.	Unfavourable to applicants.				Favourable to applicants.			
		Withdrawn, dropped or abandoned.	Case not made out.	Company's plea that it was not possible to grant facilities accepted.	Total.	Dropped on concessions being made by company.	Additional facilities ordered to be provided. By Board of Trade.	Additional facilities ordered to be provided. By Railway and Canal Commissioners.	Total.
1884 - -	3	—	—	—	—	2	1	—	3
1885 - -	3	—	—	—	—	—	3	—	3
1886 - -	Nil	—	—	—	—	—	—	—	—
1887 -	1	—	—	—	—	—	—	1	1
1888 - -	Nil	—	—	—	—	—	—	—	—
1889 - -	Nil	—	—	—	—	—	—	—	—
1890 - -	Nil	—	—	—	—	—	—	—	—
1891 - -	Nil	—	—	—	—	—	—	—	—
1892 - -	2	—	—	—	—	—	1	1	2
1893 - -	Nil	—	—	—	—	—	—	—	—
1894 - -	Nil	—	—	—	—	—	—	—	—
1895 - -	Nil	—	—	—	—	—	—	—	—
1896 - -	Nil	—	—	—	—	—	—	—	—
1897 - -	Nil	—	—	—	—	—	—	—	—
1898 - -	21	4	3	—	7	9	—	5	14
1899 - -	13	2	2 (*a*)	3	7	4	1	1	6
1900 - -	2	—	—	—	—	1	1	—	2
1901 - -	1	1	—	—	1	—	—	—	—
1902 - -	1	1	—	—	1	—	—	—	—
1903 - -	2 (*b*)	—	—	—	—	1	—	—	1
	49 (*b*)	8	5	3	16	17	7	8	32

(*a*) One of these cases, after being part heard, was adjourned generally. (*b*) One of these cases is pending.

You will see that there are altogether 49 applications, and the decision in 16 of these cases was unfavourable to the applicants, while in 32 it was favourable.

Mr. *Lough.*

20. That is since 1883?—Yes, since 1883 Nearly all the 49 applications were for additional trains, either earlier, later, or intermediate: the question of reduction of fares being raised in very few of them. With two or three exceptions the applications referred to facilities of what may be described as a minor character. The total number of additional trains directly referable to these applications cannot be exactly stated, but it cannot amount to more than about 70. I think 70 additional trains would be an altogether outside figure, whereas the total increase in the number of workmen's trains since the Act of 1883 has been between 700 and 800.

Mr. *Leverton Harris.*

21. May I ask from what information this table has been compiled?—It is from a statement which has already been handed in to the Committee by the Board of Trade.

Mr. *Gerald Loder.*

22. But on this classification, how do you deal with an application which has been dropped; do you call it favourable or unfavourable?—Unfavourable. You see a column "Withdrawn,

Mr. *Gerald Loder*—continued.

"Withdrawn, dropped or abandoned;" there are eight of those. Then there is another column under "Favourable" headed "Dropped on concessions being made by Company." The applications appear to have resulted in the reduction of fares from the existing workmen's fares in only the following four instances: the Metropolitan in 1892, the Great Northern in 1898, the London and South Western in 1899, and the London and North Western in 1900. It is not possible to say what the indirect results of the Act have been in increasing facilities for workmen, but there is little doubt that they have been considerable. The action of the London County Council, for instance, has been largely in the form of making representations and putting pressure upon the companies to increase their workmen's trains facilities. In 1889 the Council addressed a letter to the Board of Trade requesting that a return might be obtained of the facilities for workmen on the London railways. No official report on the subject had been issued since the passing of the Cheap Trains Act in 1883. The Board of Trade complied with the request, and a return was issued in 1890 giving the workmen's train services on the various railways. The Council then communicated with the Board of Trade, with the object of getting the Board to exercise its powers of control over the railway companies to compel them to give a better service. The Board of Trade arranged for an informal conference on the subject with representatives of the Council and the railway companies, and this took place in 1891. At this conference the Council urged that the companies should provide a better, cheaper, and more convenient service in every respect. Attention was particularly called to the cases of the Great Western, the London and North Western, and the Midland companies, which gave no service at all, or only a service of the most meagre kind. The companies were also urged to take into consideration the desirability of encouraging workmen to live in the suburbs, by providing stations, and workmen's services, in advance of the demand. The suggestions of the Council were left to the consideration of the companies. As the companies did not definitely undertake to make any of the improvements suggested, the Council again asked the Board of Trade to urge upon the companies the need for the improvements being made. After further correspondence, the Board of Trade arranged for another conference with the Council and the railway companies in 1893, at which the Council submitted proposals for the consideration of the companies. As the result of this conference, the companies agreed to make the following improvements:—Daily workmen's tickets to be issued in all cases; workmen's tickets to be available for return by any train after 12 noon, the companies having the right to except certain trains; workmen's trains and fares to be better advertised by placards and posters. These concessions were regarded by the Council as wholly inadequate. Up to 1899, it had not been clear how far the Council could take part in applications made under the Cheap Trains Act for additional facilities for workmen. Early in

Mr. *Gerald Loder*—continued.

1899 the Council communicated with the Board of Trade asking that it might be allowed to take part in all inquiries affecting London. The Board of Trade gave the necessary permission so far as concerned all applications which were heard and decided by the Board of Trade itself, but referred the Council to the Railway Commissioners with regard to cases heard by that body. The Railway Commissioners also assented to the Council taking part in the cases which came before them, but reserved the right to decide in each case the exact position which was to be taken up by the Council. Prior to that date the Council had unofficially assisted at some inquiries, and, since the decision of the Board of Trade, has taken part in some applications. The Council has generally, in the first instance, endeavoured to obtain facilities by representations to, and negotiations with, the company, and has obtained some concessions in this way, notably in the case of the London, Brighton and South Coast Railway in 1900, and the City and South London Railway in 1902. The operation of the Act, both in its direct and indirect results, has undoubtedly been mainly in the direction of increasing the number of trains; and it cannot be said that there has been anything like a substantial result in the reduction of workmen's fares. The London County Council have more recently had under their consideration the question of taking more comprehensive preceedings under the Act with the object of getting fares reduced, more particularly on some of the lines. They have, however, delayed doing so, partly because they felt the difficulty of obtaining adequate results under the Cheap Trains Act, which gave no indication of what should be deemed workmen's fares, and partly because of the probability of an amendment of the law such as will place the question of workmen's fares on a proper basis. In the decisions of the Board of Trade on applications under the Act, there is no clear indication of the views of the Board. Sir Francis Hopwood, in his evidence before the Select Committee of last year, stated that the Board had "treated Mr. Chamberlaln's evidence of 1883, as the charter of our administration."—(Q. 13). The statement to which he referred was made in evidence before the Royal Commission on the Housing of the Working Classes in 1885 (p. 331), and is quoted at length on pages 3 and 4 of the Proceedings of last year's Select Committee. It will be seen that Mr. Chamberlain's statement was in the nature of a vindication of the attitude which the Board of Trade had taken up in not taking the initiative. He said: "We might determine what we thought to be adequate provisions and we might enforce it upon the railway companies." Against this course he put very strongly the difficulties, which might be summarised from his statement as follows:—It would be necessary (1) To enforce a minimum; (2) To settle what constitutes a workmen's train; (3) To examine the accounts of the company so as to become acquainted with the cost of the train, to arrive at the reasonable fare; (4) To interpose such trains into the regular traffic of the company, thereby undertaking the difficult work of a general manager

Mr. *Gerald Loder*—continued.

manager of the railway. In face of these difficulties he decided "that we may safely rely upon the voluntary action of the railway companies, stimulated as it will be from time to time by a certain amount of judicious pressure." In considering the question of the amendment of the present Cheap Trains Act, it is important to bear in mind that this was the position in which the Board of Trade considered they were placed by the present law on the subject. Sir Francis Hopwood also stated that in fixing workmen's fares, the Board of Trade "have thought it necessary under the terms of the Act, rightly or wrongly, to consider the question of finance in relation to the particular railway.—(Q. 50.) The judgments of the Railway and Canal Commissioners throw light on the operation of the present Cheap Trains Act, as interpreted from the more strictly legal point of view. On the important question of whether the remission of passenger duty should be regarded as a consideration to railway companies for the provision of workmen's trains, the views of the Commissioners are hardly in accord with those of the Board of Trade. Sir Frederick Peel, one of the Commissioners, in an application against the Great Eastern Railway Company, in 1899, referring to the minimum charge by the half-fare trains being 4*d.*, said:—"I think so far as these trains are to be regarded as workmen's trains, the fare is too high. The company consider they are justified in charging it on the ground that the receipts from the 2*d.* trains on the Enfield and Walthamstow lines are only sufficient to cover working expenses and yield nothing towards interest on capital. But then, in consideration of their running workmen's trains, the company are, under the Cheap Trains Act, relieved from paying any passenger duty on all fares which do not exceed one penny a mile, and the benefits which they gain by this exemption from duty amounted in the year 1896 to 68,000*l.* The company therefore obtain a large sum every year, conditionally on their running workmen's trains, and there is no occasion to make the question of these trains depend upon a consideration of how they stand as regards a remunerative profit from the fares, seeing what these trains earn for the company by saving them from paying duty on all those fares which do not exceed one penny a mile." Viscount Cobham, another of the Commissioners, on the same occasion, stated his views as follows:—"Unfortunately a large proportion of the working class belong to the category of those who can only afford the one shilling a week, and we must, I think, in administering this Act, have special regard to them. It cannot to my mind be thought reasonable that people for whom Parliament, in return for a very valuable concession to the railway company, has secured that due railway facilities should be provided up to eight o'clock in the morning, should be allowed to enjoy these facilities only up to half-past six or a quarter to seven. I think the railway company have somewhat under estimated the evils of a wage earner being landed in London one or two hours or more before his work begins. The loss of an hour's early morning sleep to a hard worked man or woman cannot but be prejudicial

Mr. *Gerald Loder*—continued.

to strength and vitality, especially in the case of the old and weakly, and of the numerous boys and young girls who travel up by these trains. Then the long interval of enforced idleness, or of loitering about the streets or station in the early morning means a waste of valuable time, and may be harmful to many. In short, the benefits of the exceptionally cheap fares granted by the Great Eastern are largely discounted by the narrow limits of time within which they are allowed to operate . . . There may probably be a loss at first, perhaps permanently, but I concur with Mr. Vesey Knox when he points out that the remission of a large part of the passenger duty was meant to meet this very contingency." Mr. Justice Wright, in giving his decision, in an application against the Great Northern Railway Company under the Act, expressed somewhat similar views:—"We do not for a moment say—and I think I speak for the whole Court—that it would be a sufficient answer for the railway company to say that they would make no profit, or even that they might make some loss, upon the arrangement as ordered or suggested, but all these things have to be borne in mind, and before we could possibly make an order of any extensive application which would lay any great burden on the railway company, we ought to make quite sure, or as sure as we can be, that there is sufficient demand on the part of the existing workmen for it, and that no undue burden would be laid upon the railway company." That last question opens up another point. It will be seen from Mr. Justice Wright's judgment in this case, that it is necessary under the Act to prove "that there is a sufficient demand on the part of existing workmen." The case on which he was then giving judgment included an application for workmen's trains from Edgware to King's Cross and Moorgate Street, though it was admitted by the applicants that a demand by existing workmen at Edgware could not be proved, as, because of the lack of facilities, workmen could not have lived there. It was, however, strongly urged that it was a convenient district for the residence of workmen, and that they would live there in large numbers, if workmen's trains to London were provided. Mr. Justice Wright, in his judgment on this part of the application, said: "We do not at all think that Parliament intended the Cheap Trains Act to throw upon railway companies the duty of opening out neighbourhoods for the creation of new workmen's residential districts. We quite appreciate the immense importance of the question from the point of view of the London County Council and of Mr. Knox's clients, but we do not think that we should be acting within the powers given us by Parliament if we made orders in that way. As soon as there exists a class which demands the accommodation, it is our duty to see that proper accommodation is afforded. At present such a class is not proved to exist."

Chairman:

23. You will now deal with the legislation on the subject of workmen's trains since the passing of the Cheap Trains Act of 1883?—With the exception

Chairman—continued.

exception of the workmen's trains provisions inserted in the South Eastern and Chatham Railway Act of 1899, no special obligations as to the running of workmen's trains have been imposed on the ordinary railway companies since the passing of the Cheap Trains Act.

24. Surely that is natural; because the Cheap Trains Act was supposed to provide public legislation on the subject?—No doubt; but that was not entirely so, as the exception in the South Eastern and Chatham and Dover case shows.

25. That was an exceptional case?—It was an exceptional case. But there is a further case, and that is the tube railways. The tube railways, with two exceptions, have been placed under a special obligation to provide workmen's trains services, by workmen's trains clauses in their respective Acts. That these railways have been thus specially treated is probably explained by the fact that these railways are purely London railways, and that the question of workmen's trains is such a vital one in London. The Joint Select Committee of 1892 on Electric and Cable Railways (Metropolis) apparently took this view, for one of their recommendations was to the following effect:—"In the case of public streets the Committee think it expedient that that the companies should be empowered to pass under the streets at sufficient depth without payment of compensation for the way-leave. In consideration of such free passage the Committee advise that the companies should be put under obligation to furnish an adequate number of cheap and convenient trains." This recommendation has greatly helped in getting these tube railways placed under special obligations in regard to workmen's trains services. The workmen's trains clauses in the earlier Acts of these companies were, however, generally very inadequate, and it was only by repeated application to Parliament as the companies came for new powers, that the obligations have been levelled up to their present position. Even in 1901 the clauses were far from being uniform; and the Joint Select Committee of that year on London Underground Railways reported on this point, as follows:—"The Committee find a want of uniformity in the clauses imposing on companies an obligation to run trains in the early hours of the morning for the accommodation of workmen at specified fares; but every Act should contain clauses imposing these obligations, and the clauses in the Central London Railway Act, 1900, with some modification suggested by the representatives of the Corporation of London and London County Council, appear well adapted to secure the desired object." Several of these workmen's trains clauses are set out in Appendix No. 2 to the Proceedings of last year's Select Committee on Workmen's Trains. They apply in all to eight tube railways, viz: Central London; Baker Street and Waterloo; Charing Cross, Euston and Hampstead; City and South London and City and Brixton; Edgware and Hampstead; Great Northern, Piccadilly and Brompton; Great Northern and City; and North West London. These workmen's trains provisions require the following services: (1) A sufficient number of trains up to eight o'clock a.m.; (2) Workmen's tickets to be available by trains arriving at the

Chairman—continued.

terminus (or at the passenger's destination in some cases) up to eight a.m. (tickets to be issued by all trains from each station up to 7.30 a.m., in some cases); (3) The return fare to be 2*d.* (2½*d.* in the case of one line, and 3*d.* in the case of three others for the whole distance); (4) Tickets to be available for return by any train during the day. These clauses therefore definitely fix the service both as to hour, fare and return journey, instead of leaving it indefinite, as in the Cheap Trains Act. They also endeavour to expedite the procedure on applications, by making the Board of Trade's decision final.

26. But there have always been special reasons why these clauses have been put into each of the Acts: either that they have displaced workmen's dwellings in the building of the railway, or that they have had to come to Parliament for way leaves, as in the case of the tube railways. With the exception of the South Eastern and Chatham and Dover Amalgamation Scheme, you nearly always find that there has been a give and take, or some special reason for the special clauses?—Clearly until an application of a certain nature is made to Parliament it is impossible to place additional obligations on the Companies; but I do not think the point is entirely met by the fact of the Cheap Trains Act having been passed, because there is room, and the existence of this Committee shows that there is room, in the mind of Parliament, for some amendment of that Act.

27. But I think you will find that in most of the instances where clauses of this kind have been inserted, there has been some special reason why they should be inserted?—I would not contest that for a moment.

28. It has not been on the ground of general public policy that workmen's trains are beneficial to the public. You see my point?—Yes, I see your point, and as you put it I am afraid I cannot agree; because it seems to me that in the case of the tube railways, the very general application of special clauses to them shows that it was the general need of London for workmen's trains, rather than the particular circumstances of one particular tube, which led to their being inserted.

29. But the tube railways passed under the streets, and there the special consideration was for the way leaves?—Yes.

30. That is what I mean; there were special circumstances?—But, of course, it depends on which comes first. It appears to me that Parliament felt—at any rate that the Select Committee of 1892 felt, that there was a need for these workmen's trains, and the recommendation that they should get way leaves without compensation was merely a peg upon which to hang the provision of the trains.

Mr. *Lough.*

31. But on the point which the Chairman has raised, have you noticed a general development of railway law apart from the case you have mentioned? Is it not true to say that there was considerable pressure brought to cheapen the fares and increase the trains since the Act, and that the subsequent development has been owing to that pressure on general grounds rather

Mr. *Lough*—continued.

rather than on any particular ground?—Yes; it seems to me from the attention which I have been able to give to the subject, that in the last few years there has been a gradual levelling up. Parliament has considered that more and more obligations of this kind should be placed upon Railway Companies, at any rate so far as London is concerned.

32. Just as much in Glasgow?—I am not familiar with Glasgow, and I am speaking only of that which I know.

Colonel *Lockwood.*

33. But did you not say in your evidence before the Traffic Commission, that you thought that the Railway Companies had fulfilled their part of the work for the remission of the passenger duty well, and that if a further onus was to be put upon them they should have an increased compensation?—I do not think I said absolutely; I certainly did not intend to say absolutely before the Traffic Commission that the Railway Companies had fulfilled their obligations well.

34. I have your evidence here, and I have no doubt that we really are agreed, if you remember it?—I remember it distinctly.

35. Here are the three questions, No. 5237. "Supposing a railway company were entitled to the remission of passenger duty in respect of what they are now carrying out, and you demanded that they should carry out something more, and that the remission of passenger duty should be made a condition of that further something, that would be doing it at the expense of the shareholders in respect of what they are now entitled to, would it not? (A.) I do not think the remission should be counted twice over, it should not be put against, first, what they are doing, and then be brought in aid of something further that they may be asked to do. (Q.) That is quite fair. The remission of duty you think, do you, should be treated as a remission to which they are entitled, having fulfilled the obligations which are statutory in respect of that remission of duty? (A.) Yes. (Q.) And that no further pressure should be put on the company in respect to that remission of duty, for other obligations which it is sought to be put upon them? (A.) No, if further obligations are put upon them, there must be some equitable concession to make it good."?—Yes. The only point on which I do not entirely agree with the honourable member in the impression that he draws from those questions and answers is, the admission on my part that the Railway Companies were entirely fulfilling the duties and obligations placed upon them by Parliament in return for the remission of the passenger duty. It was on the hypothesis that they were, that I answered those questions.

36. On the hypothesis that they were fulfilling their obligations?—Yes.

37. But did you not think that they had been?—If you refer to the first question I believe it begins with the word "supposing"?

38. Yes?—And it was entirely on the supposition put to me by the gentleman who was then examining me, that I answered all those questions. I am not in a position to say absolutely that the companies have done everything that they were required to do; on the contrary I have given evidence which shows that they have not done so.

Colonel *Lockwood*—continued.

Mr. *Galloway.*

39. Everything that they were required to do by what?—By the Cheap Trains Act. You see the Cheap Trains Act is a continuing liability, as it were; applicants may come forward at any time and then the Board of Trade and the Railway Commissioners can make orders upon those applications.

Mr. *Gerald Loder.*

40. Can you give us any instances in support of your reply to the Chairman, in which the Cheap Trains Act has not been complied with by the Railway Companies?—I have already given two instances, but they are technical and not substantial.

Mr. *Galloway.*

41. But if you make a complaint against the Railway Companies that they have not fulfilled their obligations, we now ask you to substantiate it; it is obviously unfair to make a general accusation of that kind without substantiating it by facts?—Perhaps you will not mind letting me deal with that a little later on.

Chairman.

42. You are now going to tell us what workmen's train services are provided at the present time?—Probably the best means of judging of the operation of the Cheap Trains Act is to consider the workmen's train services provided by the several railways in London at the present time. These services may be conveniently considered under the following heads. (i.) The number and mileage of workmen's trains run; (ii.) The hours at which the workmen's trains are run; (iii.) The area served by workmen's trains; (iv.) The fares charged by workmen's trains; (v.) The conditions as to return journey and the issue of periodical tickets.

With regard to (i.) the number and mileage of workmen's trains run: There are at the present 17 railway companies operating railways in London, 15 of which give a service of workmen's trains. The two companies which do not provide a workmen's service are the Great Central and the Waterloo and City Railways. The former has, at the present time, no station of its own, except the terminus, within 49 miles of London. It runs its trains to London over the Baker Street extension of the Metropolitan system, and has about 2¼ miles of line of its own in the vicinity of the terminus. The Waterloo and City (tube) railway is 1½ miles long, with a fare for all passengers of 2*d.* single and 3*d.* return. The service of trains on this line begins about 7.30 a.m. This line is under no special obligation (as other tube railways are) to provide a service of workmen's trains. Of the 15 companies giving a workmen's train service, 11 give an inward and outward service and 4 an inward service only. In cases where the lines connect two termini situate in what may be described as the central area of London, the route of the trains is both inward and outward. Some com-

Chairman—continued.

panies also run a local workmen's service, serving outlying stations in the County and in extra-London. Table A (*vide Appendix*) shows the number of workmen's trains in each of these categories, and the corresponding daily mileage run by the trains at the present time (May 1904.) The table also gives the number and mileage of the "cheap" trains run by three of the companies. Four of the great trunk lines: viz., The Midland, The Great Northern, the London and North Western, and the Great Western, run a very small share of the total workmen's trains and workmen's trains mileage, amounting altogether to only 10·5 per cent. of the whole mileage. Four of the companies have no outward service of workmen's trains, and in addition to these, the Great Western runs no outward trains over its own line from Paddington. These five companies run a considerable number of outward trains in the morning at ordinary or cheap fares. These outward trains up to 8 o'clock are mainly used by workmen, and there appears no reason why a workmen's service should not be provided outwards as well as inwards. It will be seen that this is done to a large extent by what may be described as the lines of a more strictly local character—the Metropolitan, the Metropolitan District, the North London, and the three tube railway companies. It is also done on three of the trunk railway systems—the South Eastern and Chatham, the London and South Western, and the London, Brighton and South Coast, and, to a lesser extent by the London and North Western. There appears to be no reason why the five companies mentioned do not afford an outward service, except that they have not chosen of their own accord to do so, and no action has been taken to compel them to give such a service. (The Council has now applications pending requiring two of these companies, the London, Tilbury and Southend, and the Midland, to give an outward service). While it is, above all, desirable that workmen should be given locomotion facilities which would enable them to live in the outlying parts, it is also important that they should have free means of communication in all directions. The employment, for instance, of men in the building trades, shifts continually, with the result that after travelling inwards on one railway, they have often to travel outwards on another. It is not possible for them, nor is it desirable to compel them, or any class of workmen, to shift their homes repeatedly, as the lack of adequate facilities in all directions would tend to make them do.

With regard to (ii.), the hours at which the workmen's trains are run: the hours at which the workmen's trains are run is a very important factor in regard to the utility of the service. In Table B (*vide Appendix*) is given the scheduled times of arrival of the workmen's trains to the chief termini, and the times of departure of the outward trains from the termini. In Table C (*vide Appendix*) the first and last workmen's trains to and from each terminus are arranged in order of the hour of arrival or departure. The time-table of the workmen's trains inwards and outwards gives a general idea of the service, from the point of

Chairman—continued.

view of the frequency of the trains and the suitability of the hours of arrival, in regard to the hour of beginning work. This is subject to the qualification, that the number of branches served by the trains to a terminus has to be borne in mind, for though all, or nearly all, the trains may serve some stations next to the terminus, the trains are afterwards divided among the various branches. The number of branches on which the trains run to or from each terminus is stated in the time-table appended (*vide Appendix*). An examination of this table emphasises the deductions to be drawn from the figures in Table A of the number and mileage of workmen's trains on each line. It will be seen, for instance, how meagre the service is to Paddington, to Euston, and to St. Pancras; while there are no outward trains from Paddington, St. Pancras, Fenchurch Street, and Kings Cross, and practically none from Liverpool Street. From Table C it will be seen that, while the inward service begins soon after 3 a.m. on some lines, the first train only arrives at from 5.30 to 6 o'clock on other lines. The time of the earliest outward workmen's trains ranges from 2.30 a.m., the first train from Waterloo, to 6.10 a.m., the first train from Moorgate Street (Great Northern and City). The hour when the workmen's trains service ceases in the morning is perhaps more generally important. The time of arrival of the last workmen's train ranges from 8.49 a.m., the last Metropolitan-District workmen's train to Charing Cross, to 7.8 a.m., the last train to Moorgate Street (Midland); while as regards the latest outward train the hour of departure ranges from 8.2 a.m., the last train from Angel, Islington, to 7.10 a.m., the last train from Victoria (London, Brighton, and South Coast).

With regard to (iii.), the area served by workmen's trains, there is little uniformity in the action of the trunk line companies as to the distance from the termini to which they provide a workmen's service. The South Eastern and Chatham Railway is the only line under an obligation in this respect, the company by a clause in its Act of 1899, being required to issue workmen's tickets at all stations within 20 miles of its London termini. There are in all 595 stations within 20 miles of the respective London termini. From 424 of these, inward workmen's tickets are issued to the termini; and to 307, outward workmen's tickets are issued from the termini. The number of stations at which workmen's tickets are issued on the systems of the several companies, compared with the total number of stations is shown in Table D (*vide Appendix*). The number of stations at which "cheap" or "half-fare" tickets (which will be referred to later) are issued, is given in the same table.

With regard to (iv.): Workmen's fares,—the scale of fares charged to workmen is probably the most important factor of all in determining the utility of the service. Table E (*vide Appendix*) shows the longest distance a workman can travel *to the terminus* on the various branches of the several railways at each fare, and the average rate per mile at which these fares work out. The fares charged by the companies from their several stations to the terminus affect the largest number

Chairman—continued.

number of workmen passengers, and they are, on that account, taken as the best criterion for comparison. From a comparatively small number of stations a service is given by two companies, and as the object of the table is to show fares where one company is solely responsible, these particular fares are not taken into account. Where more than one distance is given for a fare on one railway, each distance refers to a separate branch. The fares are what are described by the respective companies as workmen's fares, and are, in all cases, the lowest fares available for workmen. The fare is the return fare, so that to obtain the distance travelled, the mileage from the particular station to the terminus given in the table has to be doubled: thus, taking the first fare given in the table, 2*d.* return to Enfield Town, the distance for which a workman is carried is 21·48 miles, *i.e.*, the distance from

Chairman—continued.

Enfield to Liverpool Street and back. The railways are arranged in order of the mileage rate at which the fares work out, from the lowest to the highest. This figure of the average mileage rate gives some indication of the disparity between the companies in respect of workmen's fares. The Great Eastern rate to Liverpool Street works out at 0·16*d.* per mile, the London and North Western at 0·31*d.* per mile, *i.e.* nearly twice the Great Eastern rate. The London and South Western average is only a fraction less than the London and North Western. The differences as to fares are also shown by taking the longest distance that a workman can travel on each line for fares of 2*d.*, 3*d.* and 4*d.* Any fare exceeding 4*d.* (or 2*s.* per week) cannot reasonably be said to come within the the means of more than a small proportion of the working classes. The longest distance on each railway for fares not exceeding 4*d.* is as follows:—

Longest distance (single journey) on each railway to the terminus at workmen's fares not exceeding 4d. (return).

Railways.	2*d.*	2½*d.*	3*d.*	3½*d.*	4*d.*
	Miles.	Miles.	Miles.	Miles.	Miles.
Great Eastern	10·74	—	8·17 *10·74a*	—	—
Metropolitan	7·77	—	6·62	—	9·40
South Eastern and Chatham	7·36	—	5·15	—	11·73
North London	6·51*	—	—	—	—
Central London	5·75*	—	—	—	—
Metropolitan District	5·46	6·96	9·25	9·89	10·86
London, Tilbury and Southend	4·55	5·35	7·54	—	—
Great Northern	4·48	—	5·81 *6·96c*	6·96	9·19
Great Western	4·24	—	5·72	6·52	7·35
Great Northern and City	3·44*	—	—	—	—
London, Brighton and South Coast	2·72	—	5·20	—	13·42
London and South Western	*2·67b*	2·67 *3·94b*	3·94	*5·61b*	5·61
Midland	2·64	—	5·92	7·90	12·04
London and North Western	2·45	3·02	3·70	—	5·37
City and South London	1·84	2·40	2·73	3·29	6·11

* Whole length of line.
(*a*) Only by certain trains arriving at Liverpool Street after 7 a.m.
(*b*) Only by trains before 7 a.m.
(*c*) By two trains only, the usual fare being 3½*d.*

Taking the three trunk lines having the highest scale of workmen's fares, viz., the Great Western, the London and South Western, and the London and North Western, all serving the west and south-west of London, it will be seen that for a fare of 2*d.* the distances for which a workman is conveyed are: Great Western, 8·48 miles; London and South Western, 5·34 miles; London and North Western, 4·90 miles; for a fare of 3*d.*, Great Western, 11·44 miles; London and South Western, 7·88 miles; London and North Western, 7·40 miles; for a fare of 4*d.* Great Western, 14·70 miles; London and South Western, 11·22 miles; and London and North Western, 10·74 miles. Roughly it may be said that on these lines a workman is charged

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4*d.* for the same distance as he is carried for 2*d.* by the five lowest charging companies—the Great Eastern, North London, Central London, Metropolitan District and Metropolitan—which come first on the table. The practice of the companies with regard to workmen's fares between intermediate stations differs greatly. The Central London, Great Eastern, Great Northern and City and North London have a uniform fare of 2*d.* return,—by the later Great Eastern trains 3*d.*—available at all intermediate stations. The City and South London, Great Western, Metropolitan and District have intermediate fares between all stations, graduated in a similar manner to the ordinary fares. The London, Brighton and South Coast, and London and South Western also have intermediate fares, but not the same extent of graduation, many stations being grouped together at the same fare. On the South Eastern and Chatham, except on one branch, the workmen's fares to intermediate stations are the same as those to the termini. The Great Northern, London and North Western, London, Tilbury and Southend and Midland have intermediate fares between a few stations only. Practically all railway companies in London issue tickets to all passengers applying for them by the workmen's trains, whether they come within the definition of "workmen" or not. There are, however, really few but workmen passengers by the trains at the hours of morning at which these trains are run. The South Eastern and Chatham Company is the only company in London which has endeavoured to limit the issue of workmen's tickets to persons of the working class only. Particulars of two cases in which it has instituted prosecutions against non-workmen passengers applying for workmen's tickets, are given in the Appendix to the proceedings of the Select Committee of last year. Workmen's tickets are issued to male and female passengers alike by all the London railway companies. With regard to (V); the conditions as to the return journey and the issue of periodical tickets, the conditions imposed by the companies as to the hours and trains by which workmen passengers are allowed to return, vary considerably. The Cheap Trains Act places the railway companies under no obligation to run trains available for workmen in the evening until after 6 o'clock. The companies, therefore, apparently would be entitled to refuse to allow workmen to return until after that hour. If strictly enforced this would have the effect of largely nullifying the benefits of the Act, as it is obvious that a large proportion of the workmen who start work at 6 or 7 o'clock in the morning should be able to return before 6 o'clock in the evening. It is also clear that it would be almost impossible, at any rate for some of the companies, to cope with the ordinary traffic, and the workmen's traffic together, if they compelled the workmen's traffic to accumulate till 6 o'clock. They have, consequently, never sought to enforce this; and in 1893, as the result of representations made by the London County Council, all the London companies agreed to allow workmen to return after 12 noon, reserving the right to except particular trains. The present regulations of each of the companies as to the time when the return journey may be made are given in Table F. (*vide Appendix*). Some of the companies allow return

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by any train throughout the day; some by any train after 7.30 a.m.; some by any train after 12 noon, and some by certain trains after 12 noon. With regard to the issue of periodical (in addition to daily) workmen's tickets the Cheap Trains Act makes no provision. The following companies issue weekly workmen's tickets:—Great Eastern, Great Northern (by certain trains on the Enfield Branch), Great Western, London and North Western, London, Tilbury and Southend, and the Metropolitan. The weekly tickets on the London and North Western Railway are issued at a fare equal to five daily fares; on the other lines no reduction on the daily fare is made. The Great Eastern Company also issues fortnightly tickets.

43. Then your next head deals with cheap train services, as distinguished from workmen's trains which are provided by certain of the railway companies?—Three of the railway companies, viz., the Great Eastern, the Great Northern and the Metropolitan District, provide a service of cheap or half-fare trains; these trains are as it were a kind of half-way house between the workmen's train pure and simple and the ordinary train.

44. Do the fares come to over 1*d.* a mile?—No, none of them; they are all below it. These trains on the Great Eastern line generally comprise the local trains inwards arriving at the terminus up to 8 a.m., apart from the workmen's service, and the local trains outwards starting from the terminus up to 7.30 a.m. The service on the Great Northern line comprises a few trains inwards between 6.30 and 8 a.m. and the outward trains up to 7.45 a.m. The service on the Metropolitan District consists of a few trains from and to some outlying stations, the last train arriving at Mansion House station at 8.43 a.m. The fares to the terminus by these cheap or half-fare trains are given in Table G (*vide Appendix*). The minimum fare is 4*d.* (return) on the Great Eastern; 3½*d.* on the Great Northern (except from two stations with a 2*d.* fare); and 6½*d.* (2½*d.* between local stations) on the Metropolitan District. The fares range up to 10*d.* on the Great Northern, for which the longest distance a passenger can travel is 12.55 miles and return; 10½*d.* on the Metropolitan District, for which the longest distance a passenger can travel is 16.88 miles and return; and 11*d.* on the Great Eastern, for which the longest distance a passenger can travel is 14.07 miles and return. Though these fares can not be really regarded as work men's fares, particularly with such a minimum as 4*d.* or 6½*d.*, they are not, so far as the Great Eastern aud the Metropolitan District lines are concerned, very much in excess of the fares on the Great Western, London and South Western and London and North Western Railways described as workmen's fares. From the point of view of a comparison of the facilities afforded by the companies they may be taken into account.

45. Then, I think, you are prepared to give some evidence to the Committee with regard to the locomotion facilities provided for workmen in Continental countries?—The policy of providing special facilities for the locomotion of workmen obtains very largely in Continental countries. In June, 1901, an official paper (Cd. 595) was published, containing reports on the facilities

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facilities given in France, Belgium and Germany In Table H. (*vide Appendix*) will be found tables of the fares most nearly corresponding to our daily return tickets converted into their English equivalents. In Belgium, both on the railways belonging to the State and on those belonging to private companies (with two exceptions), and on the light railways, workmen's tickets are issued at cheap rates. On the ordinary railways a workman can obtain a weekly ticket entitling him to make a return journey daily for six days at a charge per day of 1½*d.* for 3 miles, of 2*d.* for 8 miles, of 3*d.* for 22 miles, and of 4*d.* for 40 miles. The highest fare is 5*d.*, for which he can travel 62 miles in each direction. The tickets are not, therefore, restricted to the towns and their neighbourhood, nor are they limited to particular hours of the day, but are valid for nearly all local trains during the day. On the Belgium light railways a workman can obtain a weekly ticket entitling him to make a return journey daily for six days, at a charge per day of 1¼*d.* for 1¾ miles, 2*d.* for 3 miles, 2½*d.* for 5 miles, 3*d.* for 7 miles, and 4*d.* for 13 miles. In France workmen's tickets appear to be issued on all the railways at a great reduction on the ordinary fares. On the Western Railway the workmen's fare is about one-fifth of the ordinary third-class fare. At this rate a workman can obtain a weekly ticket enabling him to make a return journey daily at a charge per day of 1½*d.* for 5½ miles, of 2*d.* for 7½ miles, and 2½*d.* for 8¾ miles. Practically the same tariff is adopted on the other French railways. The trains by which workmen can travel are generally those arriving at their place of employment up to 8 o'clock in the morning, the return journey being allowed to be made from 11 to 1 o'clock in the day, and between 6 and 8 o'clock in the evening. These tickets are also issued to subordinate shop assistants, clerks, etc, who are able to show: (1) That they are occupied in some establishment in Paris, and that their wages do not exceed 2,000 francs (80*l.*) a year; (2) that they do not pay more than 10 francs (8*s.*) of the tax known as "*contribution personelle mobilière*," which is calculated on the amount of their wages and house rent. French railway companies are under no statutory obligation to concede reductions to workmen. It is stated in

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the Report of 1901 that the system of workmen's tickets was then being greatly developed. In Germany on the Imperial Railways of Alsace-Lorraine, the German State Railways, and a certain number of private lines, workmen's tickets are issued. Daily and monthly tickets, available for a single or return journey each day, are issued at a rate of, ·32*d.* and ·14*d.* per mile respectively on the Alsace-Lorraine railways; and daily or weekly tickets, or both, generally on the state railways, at a rate of ·19*d.* per mile. On some of the lines, tickets are available up to 8 a.m., and on others up to 9 a.m., and for the return journey generally after 4 p.m. Workmen's tickets are also issued to workpeople on the German light railways.

46. Your next head deals with the need for a cheap and sufficient service of workmen's trains in London; what have you to say upon that subject?—The exceptional circumstances of London, as to size and population make the provision of a cheap service of workmen's trains essential in the public interest and in the interests of the workmen themselves. The County of London itself is about 16¼ miles from east to west, and 11½ miles from north to south; but for the purpose of locomotion and workmen's trains, a much larger area has to be taken into consideration, approximately an area including the railway stations within 20 miles of the London railway termini. The existing area which most nearly represents this, is that known as Greater London. It includes the City of London and the whole of the Metropolitan Police District, and embraces every parish the whole of which is within 15 miles of Charing Cross, or part of which is within 12 miles of Charing Cross; it covers 693 square miles of land (443,419 acres); it is about 34 miles from north to south and 32 miles from east to west. The population to be taken into account, that of Greater London amounted in 1901 to 6,581,402; of this 4,536,541, are in the County of London and 2,044,861, in the remainder of Greater London. The population is rapidly increasing and the rate of increase in the part beyond the county is now much greater than the rate of increase in the County of London itself. The following table shows how the population of Greater London has grown in the last century:—

Year of Census.	Administrative County of London.		Extra-London.		TOTAL.	
	Population.	Increase per cent.	Population.	Increase per cent.	Population.	Increase per cent.
1801	959,310	—	155,334	—	1,114,644	—
1811	1,139,355	18·8	184,544	18 8	1,323,899	18 8
1821	1,379,543	21·1	216,808	17·5	1,596,351	20·6
1831	1,655,582	20·0	247,990	14·4	1,903,572	19·2
1841	1,949,277	17·7	286,067	15·4	2,235,344	17·4
1851	2,363,341	21·2	317,594	11·0	2,680,935	19·9
1861	2,808 494	18·8	414,226	30·4	3,222,720	20·2
1871	3,261,396	16·1	624,245	50·7	3,885,641	20·6
1881	3,830,297	17·4	936,364	50·0	4,766,661	22·7
1891	4,228,317	10·4	1,405,489	50·1	5,633,806	18·2
1901	4,536,541	7·3	2,044,861	45·5	6,581,402	16·8

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It will be seen that the addition to the population in the last three decennial periods has been as follows:

Increase in the 1871–1881 decennium	881,020
Increase in the 1881–1891 decennium	867,145
Increase in the 1891–1901 decennium	947,596
Total addition to the population in the 30 years, 1871 to 1901	2,695,761

A similar addition to the population in the next 30 years may reasonably be anticipated, making the probable population in 1931, 9,277,163. Such an addition would allow for a material falling off in the rate of increase. This is hardly an excessive estimate of the future population on which to base the locomotion requirements for the immediate future. The Balfour Commission on the London Water Supply, in their Report dated 8th September 1893, estimated the population of greater London in 1931 at 11,035,289 (p. 13 of that Report.) Coincident with the great growth of the population in the more outlying parts there is going on continuously a shifting of the population from the centre outwards. As a result, while the population of the parts beyond the county is growing at a great rate there is a considerable area in the centre where the population is actually decreasing. This decrease in the population near the centre has been going on for the last fifty years, the area of decrease gradually and continuously widening from the old city outwards, until it now includes the whole of six and parts of four of the surrounding metropolitan boroughs. There are a few adjacent parishes where the increase is so slight that it must inevitably be converted into a decrease if the existing tendency continues to operate. The population of this central area, which was 1,648,594 in 1881, fell to 1,579,261 in 1891, a decrease of 4·2 per cent.; and to 1,529,136 in 1901, a further decrease of 3·2 per cent. This shifting outwards means, that a continuously increasing proportion of the population will require means of locomotion between their residences and places of employment. It is of vital importimportance, with this enormous growth of population and its expansion over a wider area, that cheap and convenient communication between the centre and outlying parts should be provided, otherwise the poorer classes of the population will crowd into the accommodation available within easy reach of their places of employment, to the great detriment of themselves and of the public health. The over-crowding in the more central parts is already very great, and every effort is necessary, not only to keep it from increasing but to reduce it as much as possible. Two persons per room is not a high standard of accommodation to take. Yet of the total population of 1,529,136 in the central area of London (where the population is decreasing or stationary), 385,597, or more than 25 per cent., are living in over-crowded conditions beyond this standard, in tenements of one to four rooms; while, taking the total popuation of these tenements only, the proportion

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over-crowded amounts to 38·1 per cent. In the remainder of London, 340,298 persons live under over-crowded conditions (more than two per room); and in the whole of London 725,895 persons out of the total population of 4,533,455. The over-crowding in the whole country is equal to 16 per cent. of the total population, and to nearly 30 per cent. of the population living in tenements of from 1 to 4 rooms, *i.e.*, the accommodation of nearly one out of every three persons of the working class falls below the standard of two per room. Dealing with this question of the over-crowding of the poorer classes of the population, the Housing of the Working Classes Commission of 1885, reported as follows:—"In examining the causes of over-crowding in the centre of the Metropolis, it was shown that the majority of the poor labouring population were under compulsion to live within reach of their work, and that those parts of the town and the suburbs in which there was no pressure, were out of the question as places of residence for this class, because they were not within a walk of their employment. Again, the earnings of the class in question were shown to be at a rate that left no margin for the extra cost of travelling expenses. If, therefore, the railways are to be utilised for the benefit of the poorer wage earning classes, two conditions must be satisfied; first, the fares must not exceed the difference between the rent of their homes in the over-crowded districts which ought to be relieved, and the lower rents in the suburbs; secondly, the companies must provide carriages at these reduced fares which will bring the people to and from their work at convenient hours" (page 49). Cheap travelling facilities for workmen form one of the best means by which this over-crowding of the labouring classes can be prevented from increasing, or reduced in extent. Though the population of the extra-London districts has increased rapidly in recent years, the ground is still only occupied to a comparatively small extent. The average number of persons per acre in London is 68·7, while in extra-London it is only 5·9. In order to enable workmen to live further out, the cost of travelling considerable distances to and fro daily, and of obtaining a meal away from home, should be more than counterbalanced by the difference in the cost of accomodation between the central and the outlying districts. In fact, it is not too much to say that a working class family removing from the central area to the suburbs ought generally to get, without any increase in their weekly expenditure (a) Additional space both in house and yard; (b) Travelling to and fro each week-day; (c) Allowance for extra cost of meals away from home. According to the present standard of rent this is not possible in the majority of cases. Particulars have been obtained of the rents charged for the labouring class houses erected in the years 1902 and 1903 in each parish in London and the adjacent parishes in extra-London; and the following table shows the average rent per room charged for these houses in each district:—

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	Central area of London.	Rest of the County.	Extra-London (part).
Total number of rooms in labouring-class houses built in—			
1902	3,119	18,859	35,808
1903	3,632	22,274	38,006
Average rent per room per week of the above rooms—			
1902	3*s.* 3½*d.*	2*s.* 4½*d.*	2*s.* 0*d.*
1903	3*s.* 3¾*d.*	2*s.* 6*d.*	2*s.* 1*d.*

The average rents in the central area are so high that, unless other considerations intervene, there is already considerable inducement to workmen to remove from it to extra-London. And it must be remembered that, in the central area dwellings for the labouring classes cannot be remunerative unless the value of the sites they occupy is heavily written down, as in the case of compulsory re-housing. Thus the rents in this area, "high as they are," do not represent the true commercial standard of rent. But the difference in rents between the "rest of the county" (which contains the great bulk of the population) and "extra-London" is so small that only the more highly paid workmen can afford to live in the suburban districts, while those at lower wages are compelled to live near their work, in spite of the higher rents prevailing there. It is clear from these figures that, with the present standard of rent it will be essential to provide locomotion, at the cheapest possible rates in order to attract the working-class population further out.

47. What have you to say with regard to the remunerativeness or otherwise of the workmen's trains?—Although the question of the remunerativeness of the workmen's trains has been a good deal discussed from time to time, a complete statement of the receipts and expenditure in respect of a workmen's train service has never been published by a railway company. There are three railway companies in London which provide services of workmen's trains at a uniform rate of 2*d.* return, viz., the Great Eastern Railway, the North London Railway and the Central London Railway. The number of passengers at workmen's fares carried by each of these three companies is published, and from this information it is possible to compare the receipts and the expenses from the workmen's train services in these cases.

The Great Eastern Railway Company run a service of workmen's trains at 2*d.* return on four routes to Liverpool Street, viz., from Enfield (10¾ miles), from Walthamstow (7 miles), from Stratford (4 miles), and from Stratford Market (4¼ miles); and on three routes to Fenchurch Street, viz., from Stratford (4½ miles), from Stratford Market (4½ miles), and from Blackwall (3½ miles). The company also run some workmen's trains at a fare of 2*d.* return on the North Greenwich line, workmen's tickets at 1*d.* single or 2*d.* return are also issued on some other branches for intermediate distances, where the workmen's fare for the whole distance exceeds 2*d.* return. The total daily mileage of all the trains at an inclusive fare of 2*d.* return amounts approximately to 406·7 miles. The company in 1902 carried the following 2*d.* return and 1*d.* single workmen passengers: 2*d.* return,6,312,595; 1*d.* single, 577,885, equal to a daily average, taking 307 days (excluding Sundays and Bank Holidays) of 2*d.* return 20,562; 1*d.* single, 1882. Including only half the receipts from the return tickets, the receipts in respect of the morning journeys would be, from 2*d.* return tickets, 85*l.* 13*s.* 6*d.*; from 1*d.* single tickets, 7*l.* 16*s.* 10*d.*; total 93*l.* 10*s.* 4*d.*, equivalent to receipts per mile of 4*s.* 7¼*d.* The working expenses of the trains per mile are stated by the General Manager of the Great Eastern Railway to be 3*s.* 7¾*d.*; leaving a profit per mile on the morning journey of 11½*d.* There then remains the receipts in respect of the return half of the workmen's tickets. The workmen return by the ordinary trains in the evening, and it is only reasonable to assume that the great majority of these trains would be run in any case; consequently a much larger proportion of the half receipts in respect of the return journey than in respect of the morning journey must be profit to the Company. It is claimed by the Company that there is a large amount of light running in connection with the service outwards in the morning, and inwards in the afternoon; and that, consequently, a double journey, light in one direction, should be taken into account. Though it is true that some of the trains are run back empty, the majority of them, taking all branches of the railway, carry passengers on the return journey; and it cannot, therefore, be conceded that a light journey in one direction should be taken into account. In any case the running of the trains light on one journey is rather in the nature of a special arrangement by one company owing to its peculiar circumstances than of a general arrangement to be taken into account in considering the question of workmen's trains.

The North London Railway Company provide a service of workmen's trains at a uniform fare of 2*d.* return. The railway consists of two branches to the same terminus—Broad Street, one branch (from Poplar) being 6½ miles long, and the other (from Chalk Farm) over 5½ miles long. The workmen's service on the longer branch is much heavier than on the shorter. The Company in 1902 ran daily 25 workmen's trains inwards and 15 workmen's trains outward, the daily mileage on its own line being 223 miles. In 1902 the number of passengers carried by the North London Company at the workmen's

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workmen's fare of 2*d.* return was 4,801,128, equal to a daily average (taking 307 days) of 15,639. Taking into account only half the receipts, the daily receipts in respect of the morning journey would amount to 65*l.* 3*s.* 3*d.*, equivalent to receipts per mile of 5*s.* 10*d.* The working expenses per mile (as stated by the Company in proceedings before the Board of Trade in 1901) are 3*s.* 9*d.*; there is, therefore, a profit per mile on the morning journey of 2*s.* 1*d.*

On the North London line there is no question of light running outwards in the morning, the inward trains being run back as passenger trains, the majority at the 2*d.* workmen's fare. There remain the other half receipts from the workmen's tickets in respect of the return journey in the evening. The workmen return by any local train after 12 o'clock noon, and the same argument applies as in the Great Eastern case.

The Central London Railway is the third line which provides a workmen's train service at a uniform fare of 2*d.* return. The line is about 5¾ miles in length. The company runs daily 30 trains inwards, and 21 outwards, with a mileage (deducting part of the journey of a certain number of trains which run also as ordinary trains) of about 259 miles. The comparison of receipts and expenses in respect of the workmen's tickets, is as follows: The Company in 1902, carried 2,732,909 passengers, equal to a daily average (taking 307 days) of 8,902 passengers. The average number of passengers carried by the trains is, therefore, only about 200, the inwards traffic not being very heavy, though it will doubtless rapidly increase, and the outward traffic being light. The average receipts per mile, setting the half receipts from workmen's tickets against the morning's journey are; 2*s.* 10·37*d.*; the working expenses 2*s.* 11·56*d.*; a loss per mile in respect of the morning journey only of 1·19*d.* The other half of the receipts from the workmen's tickets in respect of the return journey has then to be taken into account, as in the Great Eastern case, and the workmen's tickets on the whole must bring a substantial profit to the Company. It is probable, therefore, that a good service of workmen's trains can be provided at the lowest fare, not only to recoup all working expenses, but to leave a margin for interest on capital.

The remission of passenger duty granted to the railway companies by the Cheap Trains Act, must also be taken into account in considering the position of railway companies in regard to the provision of workmen's trains. The loss to the revenue by the remission of duty was estimated, according to a statement of the Chancellor of the Exchequer, in 1883, to amount to 400,000*l.* per annum. According to the evidence on behalf of the Inland Revenue Department before the Select Committee on Workmen's Trains last year, the remission resulting from the passing of the Cheap Trains Act, 1883, now amounts to about 750,000*l.* annually. In Table I, I have supplemented these figures by an estimate for the railways serving in London, of the amount received by the Companies in remission of duty in each year since 1883, and during the whole period. This estimate is arrived at by applying the ratio which the duty paid bore to the receipts from

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passengers in 1882, the year before the passing of the Cheap Trains Act, to the receipts in each year since the passing of the Cheap Trains Act. The difference between the amount which would have been paid at the 1882 rate and the amount which has been paid in every subsequent year is taken to represent approximately the amount of remission due to the Act 1883. An estimate on this basis has been adopted in proceedings before the Railway and Canal Commissioners. In 1884, the first year of the Act's operation, the total remission for these companies amounted to 335,000*l.*; in 1902 it was 673,000*l.*; and during the whole period 1884–1902 it amounted to about 9,755,000*l.* This benefit has been enjoyed by the Companies as follows, East London 18,892*l.*, Great Central (1899–1902 only) 56,246*l.*, Great Eastern 1,175,515*l.*, Great Northern 573,442*l.*, Great Western 1,794,505*l.*, London and North Western 2,405,888*l.*, London and South Western 662,385*l.*, London Brighton and South Coast 539,188*l.*, London Tilbury and Southend 72,344*l.*, Metropolitan 136,505*l.*, Metropolitan District 255,537*l.*, Metropolitan and Metropolitan District Joint 12,676*l.*, Midland 1,158,347*l.*, North London 121,976*l.*, North and South Western Junction 254*l.*, South Eastern and Chatham 762,501*l.*, Whitechapel and Bow 395*l.*, Central London 3,365*l.*, City and South London 2,558*l.*, and Waterloo and City 2,945*l.*, making a total of 9,755,464*l.* It is, however, argued that the remission of the duty was not made to the companies in return for the provision of workmen's trains, and in support of this the following statement made by Mr. Chamberlain (who was President of the Board of Trade at the time of the passing of the Cheap Trains Act) in his evidence before the Royal Commission on the Housing of the Working Classes is quoted, "I do not understand that the Act of last session was in the nature of a bargain between the State and the railway companies, the railway companies undertaking to give, as consideration for the repeal of the passenger duty additional accommodation in workmen's trains, because the repeal of the passenger duly can be justified on public grounds, quite independently of any question of the provision of workmen's trains" (P. 449; Q. 12,426). It may, in the first instance, be pointed out that the Commission, before which this evidence was given—and some members of which, such as the late Lord Salisbury, were familiar with the circumstances under which the remission was made,—came to the following conclusion:—"The Act of Parliament of 1883, mentioned 8 o'clock in the morning as the limit of time for workmen's trains, but at present most of them are run before 7 o'clock, and it is said that if the companies were compelled to run them till 8 o'clock it would tell very hardly upon them, in interfering with the clerk's traffic which begins just then. It is therefore contended, for this reason and for others which were given in evidence, that the powers under the Act of 1883 must be exercised with great discretion. Your Majesty's Commissioners, are, however, of opinion that under it a bargain was struck between the nation and the Railway Companies, the consideration for the remission of a part of the passenger duty being the provision of a certain number of workmen's

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workmen's trains."—(Page 50). Against the statement of Mr. Chamberlain must be set the statement of Mr. Childers, who, as Chancellor of the Exchequer, was responsible for the remission of the duty made by the Cheap Trains Act. The question of the remission of the passenger duty had been agitated for many years, and a Select Committee of the House of Commons in 1876 recommended "its repeal whenever the state of the public revenue will permit." Referring to this Mr. Childers said "If every Honourable Member will study carefully the minutes of the Committee he will see that while a reduction somewhat equivalent to the one I am about to propose was carried unanimously, the motion for the total abolition of the duty was only carried by a majority of 9 to 6; and amongst the majority of 9 I observe four gentlemen who are directors of leading English railways. Without the assistance of those four gentlemen the motion for total abolition would have been negatived." After setting out the remission he was then proposing, he said, "On the other hand, in consideration of this boon we propose that the Board of Trade should have power to insist on sufficient accommodation for all parts of the line at fares not exceeding 1*d.* a mile, and also to insist on additional workmen's trains, if requisite; this power to be subject to appeal to the Railway Commission." The question of connecting the remission of the duty with the provision of cheap and workmen's trains was raised in the Debates on the Bill in both Houses of Parliament. In the House of Commons an amendment was proposed, with the object of substituting a penalty of 20*l.* per day for the re-imposition of the duty. This was opposed by the Government, and withdrawn. In the House of Lords, Lord Thurlow, who was in charge of the Bill said, "This was a Revenue Bill and it was based on arrangements come to with the representatives of the principal lines of railways in the Kingdom and on mutual concessions made to and by them. The Bill gave the Board of Trade power to regulate workmen's trains." In the Judgements of the Railway and Canal Commissioners, on applications under the Act the same view has been taken: that the remission of the duty must be regarded as a *quid pro quo* to the railway companies for the provision of workmen's trains as appears in the Judgments in the Great Eastern case in 1899, already quoted. But apart from any conclusions to be drawn from the speeches made on the subject 20 years ago, the fact remains that, unless a a Company complies with the Orders of the Board of Trade and the Railway Commissioners, as to the workmen's trains services, it loses the benefit of the remission. Taking the receipts from workmen passengers and the remission of duty together, there can be no doubt of the pecunary advantage of the arrangement as a whole to railway companies in London.

48. Finally, I think you are prepared to suggest certain amendments of the Cheap Trains Act?—The Cheap Trains Act requires proper and sufficient workmen's trains "for workmen going to and returning from their work."

Chairman—continued.

The effect of these last words in the Act is, that workmen must exist in considerable numbers before a workmen's service is required to be given. The views of the Railway and Canal Commissioners are clear on this point, as expressed by Mr. Justice Wright in giving judgment in the case against the Great Northern Railway Company heard in 1899, already referred to. This requirement of the present law has the effect of practically sealing up from workmen districts which are still undeveloped, and which it is most desirable to develop for working-class residents in order to relieve the pressure in other directions. If a district is developed to any considerable extent, either by means of railway or tramway communication, or otherwise, it is possible to prove the need for a service, as the workmen exist there already; in the undeveloped districts, which may be undeveloped by reason of the lack of a cheap and convenient train service, such proof is not possible. Thus only railways which run workmen's trains, and are doing something to carry out the spirit of the Act, can be effectively proceeded against. Railways which do not cater for the working classes at all cannot be attacked for lack of evidence as to an existing demand. It is consequently most desirable that a workmen's train service should be given on all lines open for traffic, and that all Companies should be required to run at least some trains during the hours at which workmen require to travel to and from their work. Some service of workmen's trains should be provided to and from all stations within 20 miles of the London terminus. This is the limit fixed in the Workmen's Trains Clause in the South Eastern and Chatham Railway Act of 1899; and, looking at the development of London, and considering how important it is that the development should proceed equally in all directions, 20 miles appears to be a reasonable distance. It would include some districts which are not at present certified as Urban Districts under Section 2 sub-séction (3), of the Cheap Trains Act, and probably the whole district in which a Company provides an adequate workmen's trains service should be regarded as urban for the purpose of the remission of duty. With regard to the hours of the morning during which workmen's trains should be run, it has been already shown that several of the Companies extend their workmen's trains service after the hour of 8 o'clock fixed by the Cheap Trains Act, viz., the London and South Western, Great Western, Metropolitan, Metropolitan District, and the City and South London. This is in itself a strong indication that 8 o'clock is too early a limit. In the 20 years since the passing of the Cheap Trains Act, very considerable reductions have been made in the hours of labour, and consequently the time for beginning work has been altered to a later hour in the morning. At the present time the men employed in a large number of trades begin work after 8 o'clock. In addition to these a large number of female workers, and of certain classes of employees earning very small wages, such as shop assistants, porters, commissionaires, waiters and waitresses, begin work considerably after 8

Chairman—continued.

o'clock. If the service ceases at or before 8 o'clock persons unable to afford third-class fare for any considerable distance must leave their homes at a much earlier hour than is required for their business, and wait at the terminus or walk the streets, until the time for beginning work arrives. In the case of the Great Eastern Railway, heard before the Railway Commission in 1899, evidence showing the existence of such a condition of things was given. Numbers of workpeople, chiefly working boys and girls, had, under the service as it then existed, to wait after arrival at Liverpool Street for a considereble time before their work commenced. This state of things had become a matter of such notoriety that one of the City churches was thrown open and an endeavour made to get the people to go there instead. On the other hand, it must be remembered that the great difficulty the railways have to cope with is the concentration of traffic at particular hours; and it is possible—at any rate in some cases—to spread the traffic at such hours over a longer period by grading the fares charged by particular trains. For instance:—trains arriving before 7 a.m., 2*d.* return; trains arriving between 7 and 7.45 a.m., 3*d.* return; trains arriving between 7.45 and 8.30 a.m., 4*d.* return. By some such means as this the workmen's traffic, which at a uniform fare might all tend to crowd into the last three-quarters of an hour, would be spread over a considerably longer period, thus greatly facilitating the general railway traffic while reducing the evil of loitering at the terminus to a minimum. It is probable that the process of shortening or shifting the hours of labour may, in the course of time, make the hour for beginning work still later than it is at present. A discretion should, therefore, be left to the Tribunal to require a service to be run at any hour at which workmen regularly travel, and all trains, other than express trains, up to 8.30 o'clock (time of arrival at the terminus) should be available for workmen at workmen's fares. With regard to the outward trains, the minimum should be that all trains starting from the termini up to 8 o'clock should be workmen's trains. It will be seen from Appendix B, that at the present time a considerable number of the outward workmen's trains start between 7.30 and 8 a.m., while one Company, the City and South London allows booking at all stations up to 8 o'clock. With regard to the time for the return journey, what the railway companies have themselves done is sufficient evidence that no limit should be prescribed, and that workmen should be allowed to return by any train during the day carrying third-class passengers. This would be a very great convenience to workmen, without inflicting any hardship whatever upon the Companies. The question of fares is the most important factor in determining the advantages of a workmen's trains service. The Cheap Trains Act contains nothing in the nature of a scale of workmen's fares. Statutory provisions on this point, so far as they exist, are contained in clauses of private Acts of the companies, which have been already referred to. It is important that in the Acts passed prior to 1883, the workmen's fare fixed was in all cases

Chairman—continued.

1*d.* single and 2*d.* return. The obligation on the Great Eastern Company in 1864, to run workmen's trains from Edmonton and Walthamstow to Liverpool Street—8¾ miles and 7 miles respectively—was mainly imposed in consequence of the destruction of working class accommodation at Liverpool Street Station; and it is significant that the capacity of the workman to pay railway fares was fixed at 2*d.* a day in that instance. Since the Cheap Trains Act, the most important provision applying to a service now in existence is that contained in the Central London Railway Act of 1900. This clause was not forced upon the Company, which came of its own accord for an Act which did nothing except repeal the Workmen's Trains Clause (a very inadequate one) in its Act of 1891, and place the Company under the obligation to run workmen's trains for any distance on the line at a fare of 2*d.* return. The Royal Commission on the Housing of the Working Classes, in their Report issued in 1885 (page 50), stated: "The State has interfered in this matter in the public interest, rather with reference to what the working classes can afford than to what will pay the Companies." Clearly this must be so; for no matter what reduction may be made in the fares charged to the well-to-do classes, if the reduced fares are still beyond the means of the poorer classes, the action of the State in their behalf will have been practically futile. From the Judgments of Mr. Justice Wright in the Great Northern Railway case in 1899, and of Sir Frederick Peel and Viscount Cobham in the Great Eastern Railway case in the same year, which have been already quoted, it will be seen that this view has been adopted by the Railway and Canal Commissioners in their administration of the Act. The real point in the determination of the question of fares, therefore, is: what can a working man afford to pay in railway fares? It must be borne in mind that, for a large proportion of workmen travelling expenses would not be confined to railway fares alone, as workmen have frequently to go by tramway or omnibus as well. In addition to the actual money payment, two other factors have to be taken into account, viz.: the time occupied on the journey and the fact that a workman has to obtain a meal away from home. For the large classes of unskilled labourers, and working boys, girls and women, who are even worse paid than unskilled labourers, 2*d.* per day or 1*s* per week in railway fares is the maximum that they can reasonably be expected to pay. As an instance of the value which these classes attach to a slight saving in travelling expenses, passengers will wait and struggle for places on a tramcar at workmen's fares, while a car at ordinary fares is allowed to go practically empty, though the difference between the two is only ½*d.* for the journey. The attraction of the 2*d.* fare to working people is shown by the much more rapid growth of the outlying districts from which a service of 2*d.* workmen's trains is now run; viz., the districts of Walthamstow and Edmonton, served by the Great Eastern Railway, than of any other districts in the neighbourhood of

Chairman—continued.

of London. The growth of these districts is undoubtedly largely due to these cheap fares, and it is essential, to prevent the overcrowding of the working classes in one direction, that similar facilities should be given all round London. The first 2*d.* trains serving Edmonton and Walthamstow were put on under the Great Eastern Railway Company's Act of 1864, which provides for one train every morning from

Chairman—continued.

Edmonton and one from Walthamstow to Liverpool Street, and for one return train on each branch in the evening at 1*d.* for the single journey each way. The Table below shows the increase in the population of Edmonton and Walthamstow since that date, and the number of morning trains at the 2*d.* return fare serving these districts daily at the periods for which the information is available:—

Year.	Edmonton (including New Southgate).			Walthamstow.		
	Population.	Rate of increase per cent.	Number of 2*d.* trains run.	Population.	Rate of increase per cent.	Number of 2*d.* trains run.
1851	9,708	—	Nil	4,959	—	Nil
1861	10,930	12·59	Nil	7,137	43·92	Nil
1871	13,860	26·81	—	11,092	55·42	—
1881	23,463	69·29	—	21,715	95·77	—
1883	—	—	3	—	—	3
1890	—	—	5	—	—	6
1891	36,351	54·93	5	46,346	113·43	6
1901	61,892	70·26	7	95,131	105·26	8

For any class of workmen 4*d.* per day, or 2*s.* 0*d.* per week, is the maximum railway fare to be charged. Anything beyond this can only be commensurate with the means of a man who is not entitled to be regarded as a workman for the purpose of cheap trains legislation. Any fare exceeding 4*d.* for the return journey should not be deemed a workman's fare, and 4*d.* should be the maximum allowed by the Act. To provide for the classes who cannot afford this maximum of 4*d.*, must involve a system of graduated fares according to the distance travelled. It is desirable that periodical as well as daily tickets should be issued to all workmen requiring them. At the present time, six companies issue such tickets, and it is a system that it is desirable to encourage, as it should be a great advantage, in the case of regular passengers to obviate the inconvenience of daily booking. Workmen on all lines should have the option of being supplied with such tickets. The companies should also be required to publish, by posters at all their railway stations, and also in time-tables, full and accurate particulars of their workmen's train service. At the present time, though each company notifies in some way the particulars of its train service, there is no uniformity of practice, and in many cases it is difficult, except perhaps by actual inquiry at a station, to ascertain what the service is. To remedy this the London County Council, in 1903, decided to publish a pocket book giving a time-table of the workmen's trains from and to each station in London and the neighbourhood, the fares charged by such trains, and the trains by which workmen could return, together with a time-table of the workmen's cars on all the London tramways and the fares by such cars. The railway and tramway companies have heartily co-operated in the preparation and revision of this publication. The great demand for copies—many thousands of the issues so far published having been sold— shows that the convenient notification of the services is a matter of importance to the public. As already stated, the companies, with one or two exceptions, notify, either on the tickets themselves or on the posters and time-tables, that workmen's tickets are issued subject to the condition that a workman shall not be entitled to compensation in case of injury to any sum exceeding 100*l.* There is nothing in the Cheap Trains Act which justifies such a limitation; while the companies special clauses in which such a provision has been inserted apply to a very small part of the service. The same reasons which justify the companies being required to afford a a workmen's trains service, viz., that the provisions of such a service is generally a profitable part of the companies business, and that the remission of passenger duty counterbalances the possible loss in any case, also justify the companies being prohibited from imposing any special condition. The compensation in respect of workmen is, too, in the ordinary course less than in the case of other passengers, and the hardship involved in this limitation falls upon the class least able to bear it. It is important that proceedings under the Act should, if possible, be expedited. The present procedure undoubtedly involves considerable delay. The decision of of the tribunal should be final, and that the present appeal and double hearing, with the delay of six months between, should be abolished.

49. It would be convenient to the Committee if you could give us a summary of the suggestions which you have made for amending the Cheap Trains Act?—The following is a summary of the foregoing suggestions for the amendment of the

Chairman—continued.

Cheap Trains Act:—(1) That, on all railways open for traffic the tribunal should have power to order, on such conditions as they see fit, the running of trains at suitable times during the hours when workmen are likely to travel to and from their work. (2) That all trains, except express trains arriving at any London terminal station up to 8.30 a.m. shall be available for workmen at workmen's fares from and to all stations within 20 miles of the terminus. (3) That all outward trains, except express trains, starting from any London terminal station up to 8 a.m., shall be available for workmen at workmen's fares from and to all stations within 20 miles of the terminus. (4) That workmen's tickets shall be available for return by any train carrying third class passengers. (5) That the fares for workmen's tickets shall not exceed 2*d.* return for 10 miles, 3*d.* return 10 to 15 miles, and 4*d.* return 15 to 20 miles. (6) That railway companies shall be required to issue periodical as well as daily tickets for workmen. (7) That railway companies shall be required to issue workmen's tickets to workmen on the day previous to that on which they are to be used. (8) That the companies shall keep published, by means of an adequate number of posters at their railway stations, full particulars of their workmen's trains service, and shall distinctly

Chairman—continued.

show similar particulars in their book of time-tables. (9) That a company shall be prohibited from imposing any condition in connection with the issue of workmen's tickets limiting its liability for compensation in respect of injury to a passenger travelling with a workman's ticket. (10) That the tribunal shall have power to require any facilities they may think desirable, either for the locomotion of workmen, for the relief of over-crowded districts, or for the development of suburban areas, not being less than those mentioned in the foregoing suggestions. (11) That the decision of the tribunal—whether it be a new locomotion tribunal for London that may be created, the Railway and Canal Commissioners, or the Board of Trade—on any application under the Act, shall not be subject to appeal. (12) That the London County Council should have power to make applications under the Act, and to support them before the tribunal, in regard to the service in any part of the area within 20 miles of the London termini. In the case of circle railways or lines running through London such as that from Wimbledon to Bow and beyond, it would be necessary to fix some central station or stations to be considered as terminal for this purpose, such lines having no physical training terminus at the business centres.

Wednesday, 29th June, 1904.

PRESENT:

Lieut.-Colonel Bowles.	Mr. Lough.
Mr. Galloway.	Mr. Nannetti.
Mr. Leverton Harris.	Captain Norton.
Colonel Lockwood.	Sir Harry Samuel.
Mr. Gerald Loder.	Sir Thomas Wrightson.

LIEUT.-COLONEL BOWLES IN THE CHAIR.

Mr. EDGAR HARPER, recalled; and further Examined.

Chairman.

43. I think there are two points you want to clear up in the evidence you have already given us?—Yes, if you please. The first is with reference to the obligation imposed upon tube railway companies. On Monday I pointed out that the Select Committee of 1892 made a recommendation to the effect that these companies should be put under this obligation, in return for being relieved of the liability to pay for a way-leave under the public streets. Although that was the recommendation of the Select Committee, it has not been carried out by Parliament except in two small cases, one in 1902 and the other in 1903. All the tube railway companies are under obligations to pay for a way leave under public streets, and those who have constructed their railways have paid for it; and they have had the obligation of running workmen's trains imposed upon them as well. The other point related to my Table A, which I take it is formally put in. I think, in order to save the Committee's time, I should explain at once a material difference between this table and the tables which appear from year to year in the Returns of the Board of Trade. Those Returns are not, as I understand it, compiled by the Board of Trade Officials; they are compiled by the railway companies and merely put together in the return issued by the Board of Trade. The result is, that in the case of trains which are run over lines belonging to more than one company, those trains are claimed and counted in each company's Return as being separate trains, and therefore are counted twice over.

Colonel *Lockwood.*

44. Is that so; do you state that as a fact?—Yes; from examination of the Returns sent by the "Railway" Companies to the Board of Trade, and published by the Board of Trade, and on comparison with the time tables I am satisfied, broadly speaking, that that is so. Therefore my Return I believe is a more strictly accurate return of the number of trains than those returns which are made by the railway companies. Of course they have not the means of putting together which I have had.

Colonel *Lockwood*—continued.

Mr. *Galloway.*

45. You suggest that that accounts for the discrepancy between your figures and theirs, do you?—Yes, I do.

46. You state in answer to Question 5 of your evidence that under the Great Eastern Railway Act of 1865, the trains were to be run before 8 a.m. That I believe is so, is it not?—Yes.

47. Have you referred to the Section of the Great Eastern Act, Section 80, of the Act of 1864, which is the Act which imposes these obligations upon the railway company; it is in the Appendix to last year's proceedings, page 21.—Yes.

48. I think you have made a mistake as to the time. Under that Act the trains are to be run, I understand, not later than seven o'clock?—Under the Act of 1864, yes, I so state.

49. Not later than seven o'clock in the morning, or earlier than six in the evening?—Yes.

50. But you say seven o'clock. I do not quite follow the difference?—There is no difference. The clause you are referring to, Section 80 of the Act of 1864, says: "At such hours not being later than seven in the morning or earlier than six in the evening." That is what I say in my summary.

51. But it is not what you say in your answer; there seems to be a difference of an hour?—With submission, I say that my paragraph numbered (2) does say 7 a.m. for all the clauses except the clause of 1865. You are referring me to a clause in the Act of 1864.

52. The difference being between the Act of 1864 and the Act of 1865?—Yes.

53. Can you give me the clause of the Act of 1865; do you happen to have it there; was it handed in. I thought it was a misprint in your evidence?—No.

54. Because

Mr. *Galloway*—continued.

54. Because I fancy you are mistaken. My information is that you are mistaken, and that the hour really is 7 o'clock and not 8?—No: the Act of 1865 you will find on page 24 of the Appendix to last year's proceedings.

55. What section?—Section 58. It was an Act obtained by the London, Blackwall and Millwall Extension Railway which is now worked by the Great Eastern Company, and there you will see the hours specified in line 4, "not being later than 8 in the morning."

56. As a matter of fact there is an inaccuracy; it ought to be the London, Blackwall and Millwall Extension Act?—Yes.

57. I do not want to press it any further?—I dealt with the company actually working the line, instead of the company which obtained the Act.

58. Quite so. But now with regard to the compulsion of the company to run these trains, in the case of the Great Eastern Railway Company, was it not the fact that when Liverpool Street Station was built a large amount of working class accommodation was destroyed?—Yes.

59. And that in consequence of power being given to the company to carry out these alterations, Parliament laid it down that the company should provide workmen's trains in consideration thereof?—That certainly was one very important point in the matter.

60. Could you tell me the other important points in the matter?—No, that was before my time. We only know what the Acts say.

61. But you are familiar with the Act, are you not?—This portion of it.

62. But what I want really to suggest to you is, that compulsion was put upon the company in respect of the displacement of the working class population which was necessitated by these alterations?—I quite agree. The only thing that I cannot either contradict or confirm is that that was the only cause.

63. But am I wrong in your opinion in assuming that that was the only cause?—I have not an opinion; I only know that that was one very important point.

64. If you please; I do not press it any further. May I now refer you to your answer to Question 18 on page 4. I am not taking you through the evidence page by page, because it would take a considerable time. On that page, half way down the second column, in the sentence beginning with the words "in the Cheap Trains Act," you deal with the question of the expression "workmen." I should like to know whether you have considered the question of how that expression should be defined. I mean to say, if there is to be any alteration what alteration should take place in the present definition of a workman?—I do not think the Act defines "workmen," and I see no need for making a definition. The practice of the companies is to give practically any one who comes at the proper time a workman's ticket; that is the general practice; there are one or two minor exceptions.

Chairman.

65. Might I ask which companies you are now alluding to?—The South Eastern Company did take one or two test cases I think, but I do not think they are very strict at the present time, although they were in past years.

Chairman—continued.

Mr. *Galloway.*

66. But I may take it as the general result of your evidence, at all events the impression you left upon my mind is, that you think further facilities should be granted to workmen to travel upon the railways. Is that not so?—Yes.

67. If that is so, I am asking you now to whom these facilities ought to be granted. You say to workmen?—I say they should be granted to all the people who get up early enough to use these trains.

68. Irrespective of the fact whether they are workmen or not even as defined under the Cheap Trains Act and the Housing of the Working Classes Act, 1903?—Yes; because in order to get in all the numerous deserving people, you must run the risk of also letting in a few people who do not deserve it.

69. You suggest, then, that the railway companies should carry in workmen's trains people who have no possible claim to be workmen under the definition of the Act, but who happen to get up early enough, even if they be millionaires, and wish to travel at that time of the day?—Yes; I think practically the railway companies recognise that that is the shortest way out of the difficulty.

70. Now I want to ask you a question or two with regard to a point that was raised by my honourable and gallant friend Colonel Lockwood with regard to your evidence which you gave before the Royal Commission on London Traffic in July last year. You are probably familiar with that evidence and the questions which were put to you?—Yes, I have a copy of it here.

71. Question 5,037 I wanted to begin at?—Yes.

72. "Do you say that every railway company is enjoying the reduction of duty for running workmen's trains?" I take it your answer holds good now, that that was so?—Yes.

73. Do you wish to enlarge upon that answer, or add anything to it?—Yes; because there are railways which run no workmen's trains.

74. It will be for the convenience of the Committee if you would read the answer?—If you please. My answer was: "Yes; every one of these railway companies has been getting its full share of the reduction in passenger duty, whether it ran one workmen's train or 50, and whether it charged a reasonable rate or an unreasonable rate." I should like to add to that: "whether it ran workmen's trains at all."

75. Your point being, that even where it did not run workmen's trains it ought not to charge the passenger duty?—Yes, or it was charged on the lower scale. The Waterloo and City Tube line is the one I have in my mind.

76. That is rather an important admission when we come to deal with passenger duty. Then you were asked at Question 5038: "It has complied strictly with what it was required to comply with, I suppose, in the regulations"?—Yes; my answer was "Yes; there is no instance yet of a railway company having refused to comply

Mr. *Galloway*—continued.

comply with the order of the Board of Trade, and electing to forfeit its remission of duty, which they have power to do."

77. Therefore, you maintain that the companies have carried out their obligations faithfully?—Yes.

78. You even go on further, and suggest that "some of them have done more than they had need to do"?—Yes; I am attacking the Act and not the railway companies.

79. But I wanted to make quite clear from your evidence exactly whether in your opinion (I understand you have given some time to this) the railway companies have carried out their obligations?—Their legal obligations.

80. And in some cases they have even done more than they were compelled by Parliament to do?—Much more.

Mr. *Lough.*

81. Do you say that of all the railway companies?—I am speaking of the total. When I come to the details it may make a difference. The fact is as I stated in reply to Sir George Bartley, that there is no instance yet of a railway company refusing to do what the Board of Trade or the Railway Commissioners have ordered it to do under the Cheap Trains Act.

82. But that was not the question. The question was not whether when they were ordered to supply a service they did it, but the question was whether as a matter of fact the companies had not fulfilled their obligations at present and more than fulfilled their obligations without any inquiry or anything else?—I take it that the obligations only arise when orders are made under the Act. I answered the question in that limited sense, of course. I did not say that the railway companies have done everything that they might have been ordered to do if every workman aggrieved had taken a case to the Board of Trade.

83. Is not a Railway Company bound to obey the law as any ordinary person is bound to obey the law, without necessarily being had up and tried. And then I want to ask you on that—Do you think that every railway company has (because that is what you are understood to have said) done all it should have done for all the workmen on its line?—I have a difficulty, not being a lawyer, in putting a strict interpretation on the word "should." If you substitute the word "might," I can answer the question easily.

84. I will substitute the word "might"?—If it is limited to the legal obligation, I cannot point to the case of any railway company that has disobeyed an Order made by the Board of Trade.

85. But that is the mistake; you did not say anything about an Order; you were not asked anything about an Order of the Board of Trade. The question was whether without any Order of the Board of Trade you thought every railway company had done all it should have done; and you said, Yes, you were of that opinion?—Only as required by law.

Chairman.

86. Is it not a fact that the Cheap Trains Act only comes into being where there are workmen?—That is another point.

87. That is an important point. One might consider it would be very useful to have workmen's trains, but until the workmen are there the Cheap Trains Act does not apply?—Yes; and another point from the Cheap Trains Act is this: not a direct provision that the railway companies are to run these trains, but simply a provision that if after inquiry and after an Order they do not, then they shall suffer a certain penalty.

Mr. *Leverton Harris.*

88. That means that somebody has to start an inquiry?—Yes.

89. And that the railway company does not in any way infringe the law until some one has started an inquiry?—Yes, and succeeded in getting an Order against the railway company.

Sir *Thomas Wrightson.*

90. And they have always carried out those Orders?—They have always carried out the Orders which have been obtained against them.

Mr. *Leverton Harris.*

91. And therefore conformed to the law?—Yes.

Mr. *Lough.*

92. These are the words: "If at any time on any railway carrying passengers, proper and sufficient workmen's trains are not provided for workmen going to and returning to their work." I want to ask you whether you state that proper and sufficient workmen's trains for workmen going to and returning from their work has at all times been provided on all railways?—Certainly not.

93. You do not think they have been provided?—No.

Sir *Thomas Wrightson.*

94. But after an Order has been made they have been provided?—After an Order has been made, what the Order required has been provided.

Mr. *Lough.*

95. That is very different. The Judges have a way of making their Orders obeyed?—Yes.

96. So that even that does not prove that the railway company against whom a particular Order was made have supplied a proper and sufficient accommodation on every part of their lines?—No, only in so far as that proper and sufficient accommodation has been ordered by the tribunal.

Sir *Harry Samuel.*

97. But does the law state that an Order shall be made. Is it not necessary to get an Order before it becomes obligatory for railway companies to supply those trains?—No, the railway companies can supply what trains they choose

Sir *Harry Samuel*—continued.

98. I know they can perfectly well, but would you consider that they were disobeying this law which my honourable friend has read out to you, before an Order has been made or not?—I could not say that they were legally disobeying it before an Order was made.

The *Chairman.*

99. I think I can put it more plainly: There is no legal liability which arises for a railway company to do it until an Order is made?—Exactly; that is the point I dwell on.

Mr. *Nannetti.*

100. You stated that the railway companies have done much more than they are compelled to do; could you give us a specific instance of what you mean by that statement?—It is contained in the tables put in last year. I would like to give it you if you would allow me. The Great Eastern Company, if you take the first case on page 37 of the appendix to the proceedings of last year, are required by special Acts, according to that table, to run five trains; they have been required by the Railway Commissioners to run a few other trains, not more than 21 in all, speaking very roughly; but taking it that their obligations are 20 trains, they actually ran in 1899, 104: and according to my table A, in May, 1904, they ran 112 workmen's trains and 117 cheap trains.

101. Were those trains run in the morning or were they trains run all day?—They were in almost every case trains arriving at the terminus before eight o'clock; there may be one or two after eight, but broadly speaking they are trains arriving at the London terminus before eight o'clock in the morning.

102. In your evidence I notice that you state that there is no legal obligation to run return trains until after six o'clock at night. Do you state that they have been running them after twelve in the day?—Yes.

103. Am I to take it that that is one of the things you allude to when you say that the railway companies have done much more than they are compelled to do?—Yes, that is one of the things.

104. Is not that to the convenience of themselves?—No doubt.

Mr. *Galloway.*

105. I may take it then, as a summary of what you say, that the railway companies have always carried out their obligations, and in many cases run considerably more trains than they are required to do by the Act of Parliament?—Yes, their legal obligations.

106. Now might I ask you a few questions with regard to the remission of the passenger duty. I have read your evidence carefully and there seems to be a conflict of opinion as to the facts, namely, whether this passenger duty was remitted in consideration of the railway companies running workmen's trains, that being your contention?—Yes.

107. And you very fairly put in one statement against your view, the statement of Mr. Chamberlain, which I think you admit is absolutely contradictory of that view?—Yes, it is.

Mr. *Galloway*—continued.

108.—You know Mr. Gomme, who was the statistical officer and now I believe is secretary to the London County Council?—Yes I do.

109. He gave evidence before the Railway Commissioners on one of these workmen's trains questions, in connection with an application for a workmen's train on the Great Eastern Railway, in the year 1899. Do you remember that instance?—I know that there was an application in 1899.

110. I am afraid it is rather a long quotation and I must ask the indulgence of the Committee, but you will admit that the point is very material to the present position; because if your contention be right, that this passenger duty was remitted in consideration of the railway companies running workmen's trains, there would be no limit to the number of trains which Parliament would be entitled to call upon them to run?—Such limit as is contained in the words "proper and sufficient."

111. Proper and sufficient in the view of the Railway Commissioners?—Or the Board of Trade.

112. Sir William Birt, who was the General Manager of the Great Eastern Railway Company at that time, in giving evidence before the Railway Commissioners in 1899, to which I have already referred, made a statement which was not contradicted by the County Council. I want to ask you in reading it out, whether you now agree with that statement, or whether the County Council wish to challenge it. Lord Cobham, who was one of the Railway Commissioners, asked a question with regard to the passenger duty; he asked Sir William Birt "Have you considered the position of the company with regard to the remission of passenger duty given by the 1883 Act?" and Sir William Birt replied, "Yes, Mr. Gomme's figures are at page 40 of his report? Mr. Gomme in forming his opinion had done so upon an incomplete knowledge of the facts." (This is Sir William Birt's statement.) "When the Cheap Trains Act came into operation, we," (that is the Great Eastern Railway), "used the occasion of the revision of duty to make a substantial reduction in our third class fares over the whole Great Eastern line, and in that way we gave up not only the remission of duty which we were entitled to, but something more besides. Taking the particular year mentioned by Mr Gomme, 1896, that remission amounted to 68,000*l.* It is an estimated amount, I am bound to tell you. It is impossible to get at a mathematically correct figure." Mind you, this was not challenged by the County Council; that is why I want to know whether you still accept this view: "Still his figure" (that is Mr. Gomme's figure), "and yours substantially agree, that 68,000*l.* is about the sum?—Yes; but the reduction in the fares for the same year we estimate to be 81,000*l*; so that we gave up 13,000*l.* more than the remission of duty." Do you wish to challenge that statement?—As to the facts and figures put forward by Sir William Birt, no.

Mr. *Galloway*—continued.

113. But I mean, the general proposition?—I challenge the general proposition; because although it shows generosity on the part of the Great Eastern Railway Company, it has not in any way relieved them of the penalty of losing the remission of the duty if they once fail to carry out an instruction or order of the Board of Trade or the Railway Commission in respect of running workmen's trains.

114. Let me put this to you then, to put the question in order: Do you admit that the railway companies, besides the amount of duty which they got remitted to them, by a reduction of fares at the same time as the remission of duty, gave up considerably more than the amount the duty actually came to.?—I have no means of checking that statement.

115. I am not taking Sir William Birt's statement, I am asking you as a fact. You have gone into this question and I understand are familiar with all the figures with respect to it. I am asking you with respect to the proposition that you have put forward, namely, that the railway companies had an obligation put upon them to run cheap fare trains because they got the remission of the passenger duty. That is your contention in your evidence?—Yes.

116. I do not ask you anything further with regard to the statement I read out, but I ask you, as a matter of fact, having gone into the railway figures, are you aware that the railway companies gave up considerably more than the amount of the passenger duty when the passenger duty was remitted?—No; and I could not be aware of that, because they did not give it up on the workmen's trains, if I correctly followed what you read, but on the ordinary cheap fares by the ordinary trains.

117. I am right in assuming, am I not, that the passenger duty was not charged on fares of a penny or under—that practically 1d. workmen's trains were excluded from the duty?—Yes.

118. Are there workmen, according to your contention, who pay considerably more than a penny, and, therefore, who would have paid a portion of the duty if the duty had not been remitted?—I do not think that there are any workmen who pay more than a penny per mile.

Sir *Thomas Wrightson.*

119. Is that the return ticket?—Return or single.

Mr. *Galloway.*

120. But taking it as a whole, do you admit that the passenger duty which was remitted was paid by the passenger and not by the railway company; was it added on to the fares of the railway company; that is really the point that I want to get out, leaving out of the question the workman's fares or cheap trains?—I should prefer to leave that question unanswered, because, although I may have an opinion it is not worth much.

121. I will not press it, if you put it in that way. Now on page 10, in answer to Question 42 you deal with the question of what you call outward workman's fares?—Yes.

Mr. *Galloway*—continued.

122. In your table which you have handed in, you seem to me to fall into an error with regard to the figures. You have already said in reply to the Chairman, that the Board of Trade Return which is handed in, in your opinion, mixes up the question of the amount of mileage which is run over the lines of companies having joint running powers, and is not a fair return as to what the individual company does, because of that confusion in those two figures?—Each separate return made by each separate company, is no doubt accurate, but they overlap, therefore, adding them together, the total is not correct.

123. In your Table you have counted in the South Eastern and Chatham, the total number of workmen's trains run daily as 133; is that not so?—Yes.

124. The number run by the Great Eastern is 112?—Yes.

125. In the 133 which you return for the South Eastern and Chatham Railway, have you included the cheap trains which you exclude so far as the Great Eastern Railway is concerned, and put at the bottom of your return?—I have not excluded any of the trains commonly known as cheap or half fares in the South Eastern case, because I see they run no such trains; but I quite admit that some fares of the South Eastern Company are at or about the same level as the cheap or half fare tickets issued by the Great Eastern.

126. Therefore it would have been fairer to the Great Eastern Company to have added the two together, would it not, as is done in the case of the Board of Trade return?—That has only been done in the most recent returns. The Great Eastern Company themselves have always drawn a distinction between these figures. I have given them both, and anyone can add them together.

127. But adding them together as you will see in the case of the Board of Trade returns, it gives the number running on the Great Eastern Railway as 215 and on the South Eastern and Chatham as 58, which seems to me rather to vitiate the argument?—Would you mind referring me to the page.

128. Page 90 the last page of the return in last year's Appendix?—You will find that there is a 71 to be added to that 58.

129. You mean the Holborn and Victoria section?—The Holborn and Victoria section. That makes 129, and that is the figure for 1903; and my figure is May 1904: there is only four trains difference.

130.—I am not challenging your figures—*qua* figures—we will take them together for the sake of the question: but in taking the two together, in the South Eastern Railway you produce 129, the two added together; but in the Board of Trade returns the number run by the Great Eastern is 215, and you only show in your return that the number run by the Great Eastern Company is 112?—I also show 117 cheap trains; that added together makes 229—14 in excess of the Board of Trade return.

Mr. *Galloway*—continued.

131. In considering this question we are to add the two together to get at an accurate statement of the facts, and not to consider them separately?—I think that is fair. Practically these cheap trains that are run by the Great Eastern are workmen's trains at a little higher fare than the workmen's ordinary fare.

132. And you think that in order to arrive at a fair return of the number of trains run, we ought to take the two together and not take them separately as you have given them in your return?—Yes, I think that is fair.

133. Now with regard to the question of rates and fares which you mentioned, your contention on page 14, if I understand it accurately, is, that cheap fares are necessary in order to attract workmen out of London where they can get cheaper rents; that is practically your contention is it not?—That is so.

134. I suppose you have followed the course of events in connection with the running of these trains. Is it your experience that when greater railway facilities are given, the rents remain the same as they did before those facilities were given?—It depends entirely on the locality. For instance, if you run a service of workmen's trains to Edgware, where there are no workmen's trains now running, and where there are none or very few workmen living, you might possibly in making so great a change as that have an effect upon rents in the direction of an increase. But as the figures in the summary on page 15 of my evidence show, there is a distinct grading of rents in a downward direction from the central area of London through the suburban districts of the county to an area which I call extra London, those being on the basis of the rents actually charged for new accommodation provided in the year 1903—3*s.* 2¾*d.* per week per room in the central area, 2*s.* 6*d.* per week per room in the rest of London, and 2*s.* 1*d.* beyond the county. Those figures are extremely valuable as being the result of a return which I have made of the whole of the accommodation suitable for persons of the working class erected in the County of London and adjacent districts in the two years 1902-3. The rents have been ascertained in every case, and these are reduced to the rent per room on these averages very carefully worked out.

135. Then you have gone somewhat carefully into the question. Have you in so doing, in calculating your figures allowed for the increased demand that would take place in the event of there being increased railway facilities granted to these places where you have calculated the rents?—Yes; I think that increased demand is met by the increased supply. Directly additional railway facilities to any extent are provided, you immediately have the speculative builder descending on that locality, and quite as often as not the supply which he makes outstrips the demand; the two things balance one another.

136. And consequently the rents go up?—And consequently the rents remain at about a reasonable level; and I define that reasonable level as being something a little below the rents in London itself. And the difference

Mr. *Galloway*—continued.

generally represents the cost of travelling to the workman, and various incidental costs entailed upon him by that travelling such as having to get his meals away from home. Outside London, directly you get above a standard of rent which is distinctly less than the standard inside, then the demand will cease. The working class families cannot afford to go.

137. And if the facilities are given the demand will go further out?—If facilities are given, so far as the workmen can avail themselves of those facilities without having to pay a higher rent than this rough standard which I have endeavoured to indicate, they will go further out, and until the railway fare and rent together are heavy enough to break their back they will continue to go.

138. And as a consequence, that increases the price of the land—the value of the land I suppose?—Yes, that is a different thing. That is really bringing land which was practically agricultural land or accommodation land, into building land value.

139. And of course the price consequently goes up?—Yes.

140. Then what it really amounts to is, that the railway companies are to assist the agricultural landowner in turning his property from agricultural land into building land, and thereby increasing its value?—You will not expect me to put it in that way.

141. It seems to me the conclusion?—It may be one incident in the conclusion, but the object of course is, to provide cheap travelling facilities to get them out in the interests of health.

142. But on the other hand, do you admit that the actual result of your suggestion would be, that the railway shareholders would have to supply means whereby the landowner would profit in the increased value of his land?—I think that is too broad a proposition to assent to generally.

Chairman.

143. You might say it was one of the incidents?—It may be one of the incidents. I think it would be useful, if you will allow me to say so, it may be an advantage to a landowner to have a large block of small property of this kind put upon his land; he would get an immediate return; but then, on the other hand, if that small property did not come, years afterwards he might get a better class of property if he could wait; so that there is something on each side.

Mr. *Galloway.*

144. I wanted to ask you one more question on that point. You speak on page 14 of an allowance for extra cost of meals away from home. Is it your experience in London that even where the workmen can go home to their meals they do go home to their meals, because it seems very material to me?—The more usual practice is, where there are children, for a child to take his father's dinner to the work.

145. Then I do not quite see where your point comes in, in suggesting that this should be taken into account in the weekly expenditure?—The father does not have to go to an eating

Mr. *Galloway*—continued.

eating house and buy; the wife gets the dinner for him, and simply sends him it by the child.

146. Would it not be possible for him to bring his dinner with him?—It would be possible, but, as a matter of fact, it is not nearly so appetising when your dinner is carried, and has to repose in some very awkward place for a few hours; and, as a matter of fact, we find that the men who travel long distances do not take their meals with them.

147. I want to ask you with regard to what really seems to me to be one of the main points of your evidence, namely, on page 15 in answer to question 47, on the question of whether or not these workmen's trains pay. I take it, from the figures you have handed in, taking the Great Eastern Railway, for instance, as the first example, that you suggest that the profit per mile is 11½d. on the running of the train?—That is the profit on working expenses pure and simple, there is nothing allowed for interest on capital, I ought to say.

148. But I suppose you have gone into the whole question, and I am entitled to ask you with regard to the actual figures that you have put before the committee?—Certainly.

149. Can you tell me what the actual earnings on the 2d. workmen's train on the Great Eastern, say, Walthamstow and Enfield line is per train mile?—4s. 7¼d.

150. How do you arrive at that figure?—I arrive at it over the whole of the company's transactions of that nature in the year 1902 as published in one of the Board of Trade Returns.

151. I think you will find your figure is wrong. I am not entitled to refer to evidence which has been given elsewhere, but I am informed that the earnings really are 3s. 3.2d. per train mile and the working expenses are 3s. 7.6d., or a loss of 4¾d. per train mile?—It is quite possible that the figures worked out on a different period and different basis might work out differently from this, but this is an average over the whole year's working, and therefore a fairly reliable figure.

152. But there you have only taken in the question of the train working the one way?—Yes.

153. You have not taken into account the question of working the train back again, which I think must be fairly taken into account?—I am not quite sure whether it ought to be taken into account at all; but waiving that, only those trains which run back empty ought to be taken into account. Of course some deductions should be made for the fact that to work a light train non-stopping is very much less costly than to work a heavy train stopping at most of the stations.

154. Then do you suggest that where a train carries one passenger back the cost of that train going back should not be taken in the actual cost that the shareholders are put to in running workmen's trains?—No, because it is not a workmen's train in that case; it is a train for passengers; only one happens to avail himself of it.

155. You suggest in your evidence as regards the traffic in the evening, that the workmen should return by the ordinary trains. You go on to say, "It is reasonable to assume that the great majority of these trains would run in any case?"—Yes.

Mr. *Galloway*—continued.

156. Have you any idea of the number of passengers that return by these workmen's trains?—Yes, I have put all those figures before the Royal Commission.

157. And you handed in those figures, at all events some of them, on page 15 of your evidence?—I would like to correct that answer. I did not put before the Commission figures of the workmen returning in the evening. I put very full details of the figures of workmen going into the termini in the morning and I said it would be fair to assume that about the same number would be found returning.

158. In your evidence you state on page 15, that the Company in 1902 carried the following 2d. return and 1d. single workmen passengers: for 2d. return you give a total of 6,300,000; and for 1d. single 577,000; and you go on to deduce from that that it is equal to a daily average, taking 307 days (excluding Sundays and Bank Holidays) of 2d. return 20,562, and 1d. single, 1882?—Yes.

159. Am I to conclude from your evidence that there are 20,562, or thereabouts, workmen who come into London and who have to return by train in the evening?—By the Great Eastern Railway—yes; those are practically the company's own figures.

160. Am I fair in saying that there are about 800 passengers drawn by one train; is that a fair average, or if not could you give me the average?—I have some figures on that. I have the average carrying capacity of the Great Eastern trains into Liverpool Street between eight and nine in the morning—732 per train.

161. We may take it at between 700 and 800 then roughly. That would mean between 24 and 26 extra trains, would it not, that they would fill?—Yes.

162. Then how do you suggest that it is possible that those people can return by the ordinary trains in the evening, when you suggest that there are from 24 to 26 train loads of people to take in addition to the ordinary passengers?—I do not contend that there would be no additional trains outwards in the evening necessary for the workmen; but I say there would not be 24 or 26, because the ordinary trains would not run full and they would fill up with these workmen. That is what actually happens.

163. Do you suggest that the Great Eastern trains do not actually run full?—No, I say they would not run full.

164. Have you ever heard of overcrowding on the Great Eastern Railway?—Yes, I put in some figures before the Royal Commission on that. But what I say is, that the overcrowding was produced by the ordinary passengers plus the workmen, the ordinary passengers alone would not have caused overcrowding, probably.

165. May I ask you one question that I omitted to ask you with regard to the question of rents. You have gone into this question you say very carefully. Could you give us any figures which would give us any idea whether the rents have actually increased or decreased or remained stationary, in cases where additional facilities have been given for workmen's trains?—

Mr. *Galloway*—continued.

No, I have not made any inquiries directed to that particular point with regard to workmen's trains. The only case I went into that at all for was the Central London Tube. There one found, of course, not merely at the western end of the tube but right along the tramway routes which practically extend the tube westward, a very considerable increase in rental values within a short time after the tube railway was opened.

Mr. *Lough.*

166. That is quite different?—Yes.

Mr. *Galloway.*

167. Then as a summary of the whole matter, I may take it that your view is that no matter what the cost is to the railway company, more cheap trains ought to be provided, than are run at the present moment. Is that so?—Speaking for London as a whole, yes.

168. And the shareholders ought not to be considered in the least?—I have not said that, and I do not wish to say it.

Mr. *Gerald Loder.*

169. I have only one or two questions to ask you. One is with regard to the Return made by the various companies as to the number of trains: I think that there is some little misunderstanding about it, and I should like to make it clear. Until there has been an inquiry by the Board of Trade it cannot properly be said that the railway company has failed to comply with the terms of the Act. Is that not so?—It appears to me to be so.

170. No obligation is imposed upon the company other than through and after an inquiry?—I think not.

171. What obligations exist are under Acts other than the Cheap Trains Acts, 1883?—Yes.

172. Then distinctly I want to ask you on the point of over-lapping of Returns; you have once or twice stated that the Returns overlap, that is to say, certain trains appear in the Returns of more than one railway company?—Yes.

173. But you do not hold that those overlappings really materially affect the validity of the Return in any way?—I only point out that by adding together all the separate companies Returns you get an incorrect total.

174. But very slightly incorrect?—The extent of it you can judge by the difference between my figure for May, 1904, and the total made in the last Board of Trade Return for 1903. You see they give a total of 1,067 trains as against my 817 workmen's trains, and 185 cheap trains. I do not think all those cheap trains are included in the Board of Trade total but only the Great Eastern: so that really I have to add only 117 to my 867 to get a comparative figure. That gives me 984 as my corrected total, as against the arithmetical total in the Board of Trade Return of 1,067.

175. Now I see one of your recommendations is, that workmen's tickets ought to be issued to workmen on the day previous to that

Mr. *Gerald Loder*—continued.

on which they are going to be used?—I think that would be a mutual advantage to the workmen and the booking clerks of the companies.

176. Do not you think that it would be op en ing the door to fraud?—No.

Chairman.

177. Has it not already been done by the Great Eastern Company with very great advantage?—Yes. I was only wondering in what way it could be open to fraud.

Mr. *Gerald Loder.*

178. But it does as a matter of fact facilitate fraud; there is no question about it?—I do not know; I do not realise that it does. It may be so; but it does not present itself to my mind as a *sequitur* necessarily. I do not see the chain of reasoning.

179. Has it ever been suggested that tickets should be issued through employers?—Yes, it has.

180. Do not you think that is a better way of issuing tickets to the workmen, so as to ensure that it is a genuine workman who gets the ticket?—Yes, I think that is a good way; but I see no reason why a railway company should not do it both ways if it thought fit.

181. Then with regard to another of your recommendations (No. 9), if you turn to the end of your evidence, can you give any instance of a company proposing any limitation, or rather issuing tickets limiting its liability for compensation in respect to injury to a traveller travelling as a workman?—It is a general rule; I cannot give you any specific instance of a workman meeting with a serious or fatal injury if that is what you mean. I have not any particulars of that kind.

182. Where compensation has been refused because the man was travelling with a workman's ticket?—Not refused, but limited. I think on the abstract principle it is clear that the workman's family would, other things being equal, be left in a very much worse position than the family of any other kind of man, and it is particularly hard that that family should be the one to suffer.

183. Now there is only one other question that I want to ask you, and that is with regard to the time at which these workmen's trains should be run. I see you suggest they should run after eight in the morning?—Yes; some of them are now run after eight o'clock.

184. Yes, I know they are; but I want you if you can, to give me some specific instance of employment in which genuine workmen are employed, within the meaning of the Act, in which their work begins after eight o'clock in the morning?—I have a long list here which I can hand in, or I can read it out now.

185. You might give us a few of them, and then hand it in?—The brushmakers begin work from 8 to 9; the house and glass painters begin—the house painters from 6.30 in the summer, but from 8 to 8.30 in winter; and the glass painters

Mr. *Gerald Loder*—continued.

painters begin at 8 in the summer and 9 in winter; the cabinet makers begin at any time from 6 to 8.30; upholsterers from 8 to 9; French polishers from 6.30 to 8.30. I have a number of other cases.

186. There is one other question I want to ask you with regard to a statement in your evidence on page 18, where you say—"The attraction of the 2d. fare to working people is shown by the much more rapid growth of the outlying districts, from which a service of 2d. workmen's trains is now run, namely, the districts of Walthamstow and Edmonton, served by the Great Eastern Railway, than of any other districts in the neighbourhood of London." Do not you think that that is partly, if not entirely, owing to those districts being nearer the place of employment of the workmen?—No, I do not think so.

187. You think that the same effect would have been obtained if 2d. trains had been run, say, out of Paddington station; you think that districts would have developed like Walthamstow and Edmonton?—Not to the same extent, because Paddington is much further from the central portions of London than Liverpool Street.

188. That is exactly what I want to get at that it does not depend entirely upon the cheapness of the fare?—Not entirely. Obviously you must get the workmen in practically to the centre.

189. Then it comes to this: that you would seek to impose an obligation on the railway companies to run trains at such low fares as not only would not remunerate them immediately but would give no prospect of doing so in the future?—With submission I doubt it. I think the experience of the Great Eastern Railway Company shows that it can be done.

190. You think that any area within 20 miles of London could be developed if enough cheap trains were run. By that statement you seem to point to the fact that if the fares were low enough you could develop any district; if it means anything it means that?—Yes,

191. I say it depends much more upon the point in London to which you bring the workmen?—I think that may be fairly taken as understood. I should never dream of contending that if you brought workmen in to Dulwich from the south it would be of much value in the way of spreading population; but any serious addition to the means of cheap travel, is in my opinion one of the most important means of shifting the working class population.

192. I will not press it any further; but all I wanted to get from you was, that it does not entirely depend upon the lowness of the fare?—No, not entirely.

Mr. *Nannetti.*

193. You are of opinion that there should be more cheap trains, and that the requirements of the working classes require more cheap trains?—They require more workmen's trains. I make the correction, because "cheap trains" has another significance in my mind.

194. And you are borne out in that opinion by the demand for those already provided?—Yes.

Mr. *Nannetti*—continued.

195. In answer to Mr. Galloway you stated that the average number of passengers per train was 800 between eight and nine o'clock in the morning. Did I correctly understand you that these were morning workmen's trains?—No; I was giving Mr. Galloway the best figures I could of my own knowledge as to the number of people carried in an ordinary train. I believe they are about the same between 7 and 8 o'clock in the morning,

196. Have you ever known or heard that the trains are over-crowded or inconveniently crowded?—Yes.

197. And that is what you base your opinion upon that there should be more working men's trains?—Yes. For instance, on the Tilbury line the overcrowding is terrible.

198. With reference to the hour of 7.30, you have read out the names of a number of trades that start work at 8, or between 8 and 9 in the morning. Have you taken into consideration the number of people who would start work, outside of the various trades, such as work girls who do not start work until 9 in the morning, perhaps 9.30?—Yes.

199. Do you consider it a great hardship that these poor girls, if they wish to avail themselves of these morning workmen's trains, which they are entitled to travel by have to start from their homes at 7 o'clock in the morning very often?—Yes, I do most strongly. I put it in my evidence in chief.

200. The reason then for your desire to extend the hour to 8 or 9 o'clock is based, I presume, on the hardship which is inflicted on a great number of people for whom presumably workmen's trains were supposed to be established?—Yes, certainly, including those classes that you have mentioned.

201. Have you known instances of hardship to be inflicted on this class of people in consequence of the hours at which the workmen's trains start?—Yes; it is common knowledge, the loitering at the railway termini.

202. These girls and others, I take it, are compelled to live in a congested district and an unhealthy atmosphere, in consequence of not being able to avail themselves of cheap trains?—Yes, they would have to live in districts where the working class population is already seriously overcrowded.

203. It was suggested to you by Mr. Galloway, also that the value of the land in the suburban districts where these trains run would be increased. You answered that it might, and of course it might so occur, and that at the expense of the shareholders. But would it not be your opinion also, that the shareholders would reap considerable revenue from the residents of these districts, outside of those who would utilise the workmen's trains in the morning?—Yes, and no doubt they would. And, if I might be allowed, I would like to add that the great cause of the increase in the value of the land is the bringing of the railway. Cheap trains being run after the railway is built, may have some additional effect; but they are not the greatest cause.

Mr. *Nannetti*—continued.

204. Another question was asked you with reference to the issuing of tickets beforehand, and an Honourable Member suggested that it would open the door to fraud. Could you possibly agree with him in that suggestion; or could you have any idea that such a thing could take place?—As I have already said, it does not follow, to my mind, that the issue of tickets the evening before would be an incentive, or open the door, to fraud.

205. But it would be rather convenient to the railway company itself, would it not?—Yes, I am quite sure it would. Very frequently there is such a crowd of workmen round the ticket box that a number of them are left behind by the last workmen's train, and they have to be sent on by the first ordinary train; inconveniencing the passengers who have paid higher fares.

206. And it would also have the effect of helping to reduce the congestion in the trains?—In the same way, yes.

207. Consequently it would be rather an advantage to the railway companies to issue those tickets beforehand?—I think it would be a convenience to the companies as I have said.

208. With regard to working men taking their meals with them, do you know from your own knowledge, or from your observation, that working men who avail themselves of the workmen's trains, generally would carry their luncheon with them in their pockets?—No. I have a number of officers in my department who are continually engaged travelling with these trains, and making enquiries of the workmen; and their report is that it is very rarely that a workman who is travelling by the workmen's train brings up his luncheon tied in one of these picturesque red handkerchiefs, as he often does when he is walking to his work.

209. But then we are dealing with the skilled artisan, who would be prepared to bring his light luncheon with him and take his dinner when he got home?—Generally speaking a man of that stamp, when he takes the train gets his lunch at a pastrycook's or eating-house.

Captain *Norton.*

210. Referring to the fact that no fraud takes place on the Great Eastern Railway for example, who issue these tickets, have you ever considered the question of tickets being issued as they are in America, to represent their face value, to be available at any time for the carrying of any passenger?—Yes, I have considered that, though not specially in this connection. There are great advantages to the passengers in such an arrangement.

211. And you are not aware that the American railway companies find it a great advantage to them to have such a paying system?—No.

212. As regards the necessity for trains up to 9 a.m., have you any statistics which would show as regards the very large number of people who have to travel, and, as a matter of fact, do travel, by these early or cheap trains, or workmen's trains, what proportion of them are not strictly working men—that is to say, they are not connected with any particular trade, but they are (either male or female) in the dress making trades, shop assistants,

Captain *Norton*—continued.

and a variety of trades that are not usually classified as working class?—I have no statistics of the people actually travelling, grouped under any such heads, but from the reports, which are continually coming before me, I should say that there is a substantial proportion, though of course, the bulk of the people who travel by these trains are *bona fide* working men.

213. But there is a very large class, is there not, who would have what I would call an equal right to travel with the workmen, who are greatly inconvenienced by the fact that they cannot travel up to nine o'clock?—Yes, that is clearly so.

214. With reference to its being impossible to accommodate the working classes from Paddington and that part of London, is it not the fact that if you opened up the districts which were available from Paddington, a large number of people, who now live out Liverpool Street way, whose conditions of employment are slightly different, would avail themselves of the districts beyond Paddington, and thereby relieve the great pressure that you have on the Tilbury line, and on the main Great Eastern line?—No doubt; and that can be done even better than by starting a service from Paddington, because the Great Western Company does now run a few trains on to Moorgate Street on the Metropolitan, and to the Mansion House on the District line; and there is no reason why those trains should not be increased in number, which would have a very great effect in spreading the population in the way you describe.

215. You are aware that during the past year there has been a great relief to the excessive pressure which existed in South London, owing to the tramways carrying people out to Tooting?—Yes, there has been a great relief.

216. And a very great development, as they go out, at Tooting, whereby the working man can get a very much better class of house at a slightly lower rent than can be got nearer the centre?—That is so.

217. With reference to the next question, you are doubtless aware of the fact that wherever small houses are to be had in such a position that the working classes (I am speaking of them broadly) can take advantage of their home to go to their meals, these particular classes of houses always command a high rental?—That is so.

Mr. *Lough.*

218. Did I correctly understand you to say, in reply to Mr. Galloway, that the County Council was of opinion that all railway companies have done their duty under the Cheap Trains Act?—Not in that general way. I stipulated for the insertion of the word "legal" in front of "obligation," before I assented to the proposition.

219. Their legal obligation—I want to ask you a question upon that. Do I properly describe the Act when I say it was passed to give the railway companies a financial consideration, in return for supplying workmen's trains. Is that right?—In my opinion that is right.

220. Do you think it would be right of railway companies to take the financial consideration, and not to furnish the trains?—Of course, in equity there is only one answer, No.

Mr. *Lough*—continued.

221. I would rather you did not qualify it. In law either would it be right of the railway companies to take the financial consideration and not to furnish the trains?—There is nothing to prevent their taking it and not running the trains, and there is one company which takes it and does not run the trains.

The *Chairman*,

222. Which company is that?—The Waterloo and City.

Mr. *Leverton Harris.*

223. That is a tube railway?—Yes.

Mr. *Lough*.

224. I want to keep the question of the fulfilment of the obligation upon the company. I want to take a simple illustration. It is against the law for a man to break into a house—a burglar?—It is.

225. Would you say that a man never breaks that law unless he is actually had up and tried for burglary?—No.

226. Supposing he breaks into a house every night, and is not caught, does he not break the law?—I think he does.

227. The law implies that you will obey the obligation upon you?—That you will not commit a breach.

228. It implies that you fulfil the obligation, does it not?—Yes, in that way, the obligation not to break into a house, it does.

229. Now take another illustration. Will you look at the Table, page 5, of your printed evidence. This Cheap Trains Act came into operation in 1884. Am I right in saying that at first the Act was a failure. You see there was a slight attempt to put it into operation in 1884–5?—Yes.

230. And then for 12 years there is "Nil," "Nil," "Nil"—no application at all?—That is so.

231. Would you still say that through all those years all the companies did everything they ought to have done?—Legally, yes—only legally.

232. Well, I do not understand it?—If I might explain, the way it presents itself to my mind is this. The Cheap Trains Act provides that all railway companies shall receive this benefit in the remission, or partial remission, of the duty previously charged. It then goes on to provide that they shall be deprived of it, if they fail to comply with an Order made by the Board of Trade or Railway Commissioners. That is the whole thing. This Act does not (and that is my complaint about it) make it clear that the companies are to run workmen's trains, if not ordered to do so.

233. But does it not make the running of the trains a condition of receiving the bounty?—No the condition is compliance with the Order of the Board of Trade, or of the Railway Commissioners.

234. But you say that legally you do not think that the railway companies ought to have done it, until they were ordered by the Board of Trade to do it?—There is nothing to compel them to do it.

Mr. *Lough*—continued.

235. Just in the same way as there is nothing to compel a man not to break into another man's house?—No, not just in the same way, because there is a law to compel that; whereas there is no law to compel railway companies to run trains.

236. The Act is called the Cheap Trains Act, and it gives great advantages to the companies, does it not?—Yes, it does.

237. Was not the condition of their having that advantage that they should run cheap trains?—That I have no doubt, broadly speaking, was the intention of Parliament in passing the Act; but, as it has worked on the basis laid down by Mr. Chamberlain, it has not had that effect, and there has been no means of producing that effect from it. That is why this Committee is here.

238. Now we come to the year 1898, in your Table. In that year there were 21 applications suddenly. Am I right in saying that this was owing to the activity of a voluntary body, the London Reform Union, bringing forward a lot of these cases?—Yes, the London Reform Union did about that time bring forward a number of cases.

239. The County Council helped them?—The County Council helped them.

240. And 14 of these applications were successful?—Yes, in 1898.

241. In 1899 there were 13 applications, and six were successful?—Yes.

242. I suppose you do not know anything about the costs—that the costs of those cases were rather heavy?—No, I do not know it. I could easily ascertain the information, so far as the County Council is concerned.

243. And the County Council gave this body assistance, did it not?—Yes.

244. They gave evidence?—Yes.

245. And, as I said, 20 of the applications were successful?—Yes. All these applications, I believe, did not refer to London.

246. Then you are of opinion that this Act of 1883 does not, in the form in which it stands, carry out the intention of Parliament, and that it wants facilitation in various ways?—If my interpretation of the intention of Parliament is correct, the Act does not carry out that intention; but whether that is so or not, it does not provide the necessary means that are required for meeting the travelling needs of this class of the population.

247. Now you give in your evidence some parallels for this sort of legislation; but I want to ask you whether you do not leave out the greatest parallel of all. Do you know enough about the development of railways in this country to know whether at first any cheap fares were run at all. Did not the railway companies go on the principle at first of charging high fares?—I do not know sufficient of the early history of railways to answer that question.

248. Do you happen to know anything about the Model Clause which has been inserted in this House in Tramway legislation in favour of workmen's trams?—Inserted by the House?

249. It is in every Tramway Bill?—Having only occupied my present position for four years.

Mr. *Lough*—continued.

years, I have not personally come across that. The one I have come across is the clause inserted by the Light Railway Commissioners in Light Railway schemes, which are similar to tramways.

250. You state from Mr. Justice Wright's decision that a demand for these trains must be proved?—Yes.

251. And there is no way really of getting a train unless the demand is proved?—Unless the workmen are there first.

252. I would rather say, unless the demand is proved?—Yes.

253. Do not you think that workmen are everywhere in more or less numbers a few workmen. A demand means a large number of workmen?—Yes, a few workmen will not do. There are a few at Edgware, which was the subject of the case on which Mr. Justice Wright made those remarks.

254. By "a demand," is not this what the railway companies have said: "You must prove to us that there are 100 or 200 workmen who want to be carried in a train, and then we will provide a train?—That is practically what it comes to.

255. Do not you think that it might suit the railway company very well, and would certainly be helpful to the community, supposing there were only 10 workmen, that they should be carried?—To begin with, yes.

256. You think that the provision ought to be made for a small number of workmen?—Yes, I do, because that is the way to bring large numbers.

257. And if small numbers went and lived down the line, do you not think there would be incidental advantages to the company besides that of carrying the men?—The incidental advantages if the numbers were very small would, of course, be trifling, but the whole thing depends on the bringing of more men. When once you show the working men that they can go and live in a certain desirable place and travel up and down at a low rate, they will go.

258. Each working man, we will assume, means a home and family; he eats food and burns coal, and the railway company will have to carry all that if the man has settled down and lives there. Those are all incidental advantages?—Yes.

259. So that the mere amount of the fare does not represent the gain to the railway company of providing this class of fare?—It does not.

260. Do not you think that this indirect advantage might be placed by the railway companies against their complaint of the burden of carrying the workmen?—I think they ought to be taken into account.

261. Now I will return to the Act for a moment. The Act of 1883 speaks of workmen's trains. Do not you think that if the Act had provided that workmen's tickets should be issued by the existing trains, it would have been a great help in providing for the small numbers?—It would have been a help, but it is not at all sufficient; because if you take the case of the Waterloo and City Railway, if you make that provision there you do not get much help, because the service does not start early enough.

Mr. *Lough*—continued.

262. But take it step by step—do not take one particular line. Do not you think that if there are not enough workmen to fill a train it would be an advantage for workmen's tickets to be issued by every train that runs?—Yes, I think it would.

263. You think that would be a great help?—Yes, I am sure it would.

264. Indeed I think you recommend that by every train that runs or starts within the hour, these tickets should be issued?—Yes, excepting only express trains.

Chairman.] I should like to remind the witness that in the early part of his evidence he could not define "workman."

Mr. *Lough.*

265. That is my next question, about the definition of "workman." It was suggested to you that a millionaire might travel on one of these cheap tickets as a workman?—Yes.

266. You cannot think of how to protect the railway companies against that?—No; I do not think it worth while.

267. Do not you think it is a point that might be left to themselves to make a suggestion about?—Yes.

268. Let them prosecute the millionaire if they like?—Yes.

269. Have you often seen lists of prosecutions at railway stations of travellers who break the bye-laws?—Yes.

270. Then you said, I think in reply to Mr. Galloway, that you thought it would be fair to include the cheap trains with workmen's trains. Do you really think that?—I was only saying that it would be fair in comparison with the other companies. The fares by these trains called cheap trains, on the Great Eastern Railway are in many cases actually less than the fares called workmen's fares on the South-Western and South-Eastern.

271. Then I want to get this very clear. Is there not a well known distinction between cheap trains and workmen's trains?—Yes.

272. Do not you make it in your own evidence?—Yes, I do.

273. Do you think that cheap trains in the strict and technical sense will meet the necessities of the workmen?—Alone, certainly not; they are a sort of train that are useful for the aristocracy of the working classes.

274. Practically cheap trains are no use to the lower classes of labour?—They are not.

275. You give in Table G, at page 10 of your Appendix, the fares on cheap trains?—Yes.

276. You show, for instance, 5d. for being carried eight miles. Can the average workman, the ordinary labourer, pay 5d. a day for being carried to and from his work?—In my opinion, he cannot.

277. Therefore broadly speaking, these cheap trains need not be taken into account in dealing with the workmen's difficulty?—No. My reason for admitting them was, that there might be a fair comparison between all the railways. I would like to see all these high workmen's fares called what they are, cheap train fares, and the workmen's fares limited to 4d. or less.

278. Then

Mr. *Lough*—continued.

278. Then you withdraw as it were your suggestion that the cheap trains ought to be included with the workmen's trains. They will not meet the demand?—No, they will not.

279. Do you withdraw it?—I will withdraw it (if I ever made it) in the sense that I do not consider that any fare more than 4d. return is a fair fare to ask a workman to pay.

280. On the last page of your evidence, in the summary of suggestions, you state "that the fares for workmen's tickets shall not exceed 2d. return for 10 miles, 3d. return 10 to 15 mlles, and 4d. return 15 to 20 miles. Do you think that those are as high fares as workmen can pay. I mean that workmen cannot pay more—Reasonably, yes.

281. Do you think that would be a reasonable arrangement?—Yes.

282. You have given in one of your tables, the fares on the Continent?—Yes.

283. Are you familiar with those fares—in Belgium first?—These fares are taken from the Consular Reports.

284. Never mind that, I do not question your authority. You are familiar with them?—Yes, I have gone through them thoroughly.

285. Taking the Belgium fares mentioned on page 12 of your Appendix, do they about average the same as you ask now, roughly?—They are cheaper.

286. The fares usually charged in Belgium are even less than you are asking?—Yes.

287. Now we will take Germany. You have got Germany on page 10 of the Appendix?—Yes.

288. Generally speaking—here you have the Prussian railways, the Bavarian railways. and so on—are these German tickets for workmen cheaper than those that you ask?—I cannot answer that offhand, because there I have only got the mileage rates in Germany. I do not think those are cheaper, or very little.

289. About the same, I think?—Yes, they are more about the same, they are certainly not so good as the Belgian fares.

290. You have for instance, the Imperial Railways in Alsace-Lorraine, 0.14d per mile?—Yes.

291. That is seven miles for a penny?—Yes, that is a monthly ticket.

292. Well workmen will take monthly tickets too?—I am suggesting that they should be given.

Mr. *Galloway.*

293. Do I correctly understand that in your opinion, monthly tickets should be given to workmen?—Yes, I put that forward in my evidence in chief.

Mr. *Lough.*

294. Not exclusively monthly tickets?—No.

295. What tickets do you think ought to be available for workmen?—Daily return tickets and weekly and monthly, according to the circumstances of each particular line.

296. Daily, weekly or monthly?—Yes.

Mr. *Galloway.*

297. No further?—No, no further. I think quarterly is too much.

Mr. *Gerald Loder.*

298. May I ask you why you draw the line at a month?—It is a question of how much the working man can get together to pay down on the nail.

Mr. *Lough.*

299. Then these fares that you ask, you consider reasonable as compared with the fares charged on the Continent?—I do.

300. Have you compared them with the fares paid by the workmen at Glasgow?—No, I have not.

301. Or Manchester?—No.

302. You have not compared them with any in the United Kingdom?—I have not.

303. I notice that in your recommendations you have not got a recommendation in favour of avoiding the overcrowding in workmen's trains. You do not put down that enough carriages should be furnished?—No, I do not put that down.

304. Do not you think it ought to be; do not you think the overcrowding is sometimes scandalous?—I certainly think it ought to be taken into consideration. I was looking to see whether it was not practically included in some other general term in my evidence.

305. I have read it through, and I do not find it?—I think it comes under No. 10 in my summary of suggestions—"That the tribunal shall have power to require any facilities that they may think desirable."

306. Oh, that is too vague, especially as it goes on "either for the locomotion"——

Chairman.

307. Is it not a fact that overcrowding is against the law at the present moment?—Yes, it is.

Mr. *Lough.*

308. Have you heard of bad cases of overcrowding; have you even heard of boys being carried in the hat rack?—Yes, I have heard of that. I have some bad cases.

Mr. *Galloway.*

309. Have you any knowledge of that?—I have the knowledge as head of the department which is continually making inquiries on these points; and the percentage of over crowding is sometimes very heavy indeed.

Mr. *Lough.*

310. Have your inspectors ever reported to you a case, for instance, of a boy being carried in the hat rack because the carriage was so crowded?—I do not recall my inspectors mentioning a case of that kind to me, but they

Mr. *Lough*—continued.

have told me of twelve persons standing in a compartment in addition to the seats being fully occupied.

Mr. *Gerald Loder.*

311. On what line was that?—I do not think it is fair to charge my memory.

Mr. *Galloway.*

312. On what day was it?—That again I do not remember: I can give you chapter and verse if you wish it.

313. I should like?—I will make it my business to do so.

Mr. *Gerald Loder.*

314. Then perhaps you will bring up any other extreme cases you have heard of, if we see you again?—I will.

Mr. *Lough.*

315. Do you remember what line the complaints are a[illegible] mostly; is it the Tilbury Line?—Yes; the worst line at present is the Tilbury Line.

316. By the District Railway?—Both by the Tilbury Line to Fenchurch Street and the Whitechapel and Bow Line to the Mansion House.

317. Then do you not think it would be desirable that provision should be made against this very great overcrowding?—Yes, I do.

318. As well as the other evils that you have mentioned?—Yes.

319. Now about the labour hours. You suggest that by every train that arrives up to 8.30, and every train that starts up to eight o'clock workmen's tickets should be issued?—Yes.

320. You have quoted the trades in London that commence work later. Do you think that hour would satisfactorily meet their requirements?—Yes, I think it would.

321. You think the law ought to be amended in that way?—Yes.

Mr. *Galloway.*

322. The requirements of the working men, not of the railway companies?—I take it both sides.

Mr. *Lough.*

323. Do not you think there is room to say that it will pay the railway companies to accommodate the workmen?—Certainly.

324. I want to take you just for one moment to the question of the remission of the passenger duty. You have given us a list of railway companies that got the remission, on page 16 of your evidence?—Yes.

325. Have you ever noticed that the companies which have got most remission do least for the workmen?—Yes, I have. In particular I should like to point out in Table A on page 2 of my Tables, that the Metropolitan Company which received a sum estimated at 7110*l.* in 1902, ran 80 workmen's trains daily, or over 10 per cent. of the total workmen's trains mileage run in the London District. The Midland Company which received 79,875*l.* in the same year run five trains, or less than one per cent. of the total workmen's trains mileage run in the London District.

Mr. *Lough*—continued.

326. The London and North Western is a very bad example, is it not?—The London and North Western I am not able to speak so strongly about, because I believe (I do not know) that they have a considerable workmen's trains service in other towns.

327. But so far as London is concerned?—So far as London is concerned they only run 17 trains, or 3 per cent. of the total mileage.

328. And they get 2·4 millions?—Yes, they have got that in the whole time. The yearly sum is 153,891*l.*

329. They get the largest sum, and in London they run the fewest trains?—Not the fewest, the Midland Company run the fewest.

330. The Great Western Company run comparatively few?—Yes, it runs 33 trains, or 4½ per cent. of the total.

331. Now take the distances; you give the distances in a table on page 11 of your evidence, that these lines run; and there again you find that though the Midland run workmen's trains their distances are shorter and their fares higher?—Yes,

332. And the Midland and the London and North-Western?—Yes, that is so.

333. Much higher than, say, the Great Eastern?—Yes, much higher.

334. The Great Eastern has a pretty good record there?—Yes.

335. Then do not you think that these things ought to be equalised, and that railways running out from the north, like the London and North Western and the Midland, ought to provide as good accommodation as the Great Eastern?—I think it is most essential in the public interest that that should be done.

336. Now one word about outward trains. You give a list of companies that run the trains outward, and there are some that give no facilities at all outward?—There are.

337. Do not you think it is very essential that London workmen should be carried out as well as in?—Yes; and that, of course, would be a help to the companies, instead of running light trains outwards they would at any rate get a certain number of fares.

338. And, of course, the outward difficulty might be met by the issue of tickets in the way we have said. Many of the trains run out empty in the morning?—Yes, and issuing the tickets available by any trains except the express trains would meet that.

339. Generally speaking, the trains running out are empty in the early morning from London?—Very early in the morning. When you get, for instance to the workmen's trains arriving between half-past seven and eight, nearly every one of these trains runs out again as an ordinary train with passengers.

340. But very empty at that hour?—The number of passengers is not great.

341. The number of passengers is very few at that hour, going out of London to the suburbs?—Yes.

Mr. *Lough*—continued.

342. Therefore it would really be an advantage to the railway companies to have a larger number of passengers in those trains, even at low fares?—I think it would.

343. At any rate you think it very important that this outward demand should be met as well as the demand for coming in?—Yes, I do.

Mr. *Galloway.*

344. Do you mean that the outward demand is not met now?—Yes. I do. The council have a case now pending against the Tilbury Company, and we have got so far that the Board of Trade think there is sufficient in it to direct a public inquiry on that point.

Mr. *Gerald Loder.*

345. In consequence of the questions put by the honourable member opposite, do you consider that there is any relation at all between the remission of passenger duty and the workmen's train accommodation afforded by the railway company?—Yes, I do.

346. Where and under what Act?—Under the Cheap Trains Act.

347. The Cheap Trains Act says nothing whatever about workmen's trains, does it?—Yes.

The *Chairman.*

348. I will first ask you one or two questions. The Cheap Trains Act, is somewhat different from the facilities offered by the workmen's trains, and I suppose that in this consideration of the subject you have appreciated the difference between the two?—I do not quite understand the purport of your question

349. It is not a question of the purport; the question is: do you appreciate the difference between the trains under the Cheap Trains Act, and what are called workmen's trains?—I say there is no difference, if you confine the question to Sub-section 1 (b) of Section 3 of the Act.

350. Then might I ask, if you do not appreciate that difference why in drawing out your Table have you put a distinctive mark against the trains of three companies as being cheap trains, and the others workmen's trains?—Because the cheap trains, which perhaps are better denominated half fare trains, are not run under any special clause or Act; they are run of the volition of the companies themselves; and their general plan is to charge half the return fare, or the single fare for the return journey.

351. Then under the Cheap Trains Act what is the amount that is put as the specified amount per mile?—I do not know of any specified amount per mile for workmen's trains.

352. No; I said the Cheap Trains Act?—If you refer to the provision in the Cheap Trains Act for trains run at fares not exceeding 1d. a mle, those are not the cheap trains; those are ordinary trains. All the companies run on practically all their trains, third class carriages, for which fares are charged at the rate of a 1d. per mile or less.

Mr. *Gerald Loder.*

353. For th t they are entitled to the remission of passenger duty quite irrespective of whether they run workmen's trains or not?—It is not quite that. It means, if they do not do it after receiving an order, that they lose the whole of the remission.

354. But I say the company would be entitled to this remission of passenger duty if it never ran workmen's trains at all.

Chairman.

355. That is the point I wanted to put to the witness. Have you gone so far into the Act to perceive that it is possible to be within the bounds of the law and not to run a workmen's train at all, but to run what are called cheap trains?—Which are not popularly called cheap trains, but ordinary trains.

356. I am now dealing with the legal definitions which we must deal with—trains under the Cheap Trains Act?—Yes.

Mr. *Lough.*

357. Surely sub-clause (*b*) in the Act provides for workmen's trains. The first sub-clause is for cheap trains, and the second for workmen's trains?—Yes; I only wanted to keep my own mind clear. Cheap trains mean to me trains run at less than the ordinary fares, and those are all set out in my Table; but the trains under sub-section (A) are the ordinary trains of every railway company.

358. Then under sub-section (B) it is workmen's trains?—Yes.

359. And there is no connection between the two?—No, none at all.

Chairman.]

360. That is the very point I ask you. There is no connection between the two?—No.

Mr. *Lough.*

361. One other question on that point. Is not the obligation on the railway company to provide the workmen's trains asked for under Sub-section (B) just as strict as to provide the cheap trains under Sub-section (A)?—Just.

362. If complaint is made?—If they do not comply with the order either for the 1d. per mile trains, or for the workman's trains they lose the whole of the benefit of the Act.

Mr. *Galloway.*

363. And you say that they have complied with it on every occasion?—So far as sub-section (B) is concerned.

Chairman.

364. You have suggested that it would be a good thing to give workmen tickets on ordinary trains. Do you appreciate the difficulty of defining who workmen should be?—In that particular matter the difficulty has been faced by Parliament in the case of the South Eastern and Chatham and Dover Amalgamation Act, and no attempt was made

Chairman—continued.

made there to define it. To my mind it all comes back to the point that it is not worth while defining it. If anyone wants to take advantage of these cheap tickets as well as of these cheap trains, he will have to get up very early in the morning; and the man who will do that, is in 999 cases out of a thousand the man for whom the privilege is intended.

365. Then you also suggest in your evidence that these trains should arrive at the terminus up to 8.30?—I do.

366. Under those circumstances, are there not many who are not *bona fide* workmen who do travel to London as early as that?—There are; but if you remember in my evidence-in-chief, I distinctly suggested grading the fares according to the hour of arrival, as well as according to distance. You see the railway managers' problem is, that everybody wants to travel at about the same time. If you grade your fares, charging a little more by the trains between a quarter to 8 and 8.30 than you do between seven and a quarter to eight, then you will spread the traffic considerably, over an hour and a half, instead of having it all rushed into the last half-hour.

Chairman—continued.

Monday, 4th July 1904.

MEMBERS PRESENT:

Lieut.-Colonel Bowles.
Mr. Galloway.
Mr. Levy.
Colonel Lockwood.
Mr. Gerald Loder.
Mr. Lough.
Captain Norton.
Sir Harry Samuel.
Mr. Ure.

LIEUT.-COLONEL BOWLES IN THE CHAIR.

Mr. EDGAR HARPER, re-called; and further Examined.

Chairman.

367. At question 151 of your evidence, I think there is a misprint as it seems to me. The question reads thus: "I think you will find your figure is wrong. I am not entitled to refer to evidence which has been given elsewhere, but I am informed that the expense really is 3*s.* 3·2*d.* per train mile, and the working expenses are 3*s.* 7·6*d.*" It must have been "earnings" instead of "expense" where the word is first used, must it not?—Clearly, so I understood it.

368. I thought you might like to say a few words on your summary of suggestions, and in the first place would it not be useful to tell the Committee whether these are simply your own suggestions, or whether they have been considered by the London County Council?—These suggestions were put by me in the first instance before a special Sub-committee appointed to consider the question of the evidence to be given to this Select Committee, and after being carefully considered by that Sub-committee and certain modifications made in them, they were recommended to the Council's Parliamentary Committee, and by them approved; and I was then instructed to give evidence on the lines of these twelve paragraphs.

369. I see in the first you suggest that upon all the railways open for traffic the tribunal should have power to order—what tribunal do you mean?—There are three possible tribunals, the Board of Trade and the Railway Commission named under the Cheap Trains' Act, and there is a possibility of a third tribunal being recommended by the Royal Commission on London Traffic. If there is to be a special tribunal for London traffic, I certainly think that tribunal should be the one to deal with workmen's trains for London. May I point out that the wording of the suggestion is very wide, and the reason for it is that I have felt, and the Committee of the County Council has felt, from what has taken place before the Royal Commission on Traffic, that the proper course in all these complicated questions was to create a strong, small and competent tribunal and give them wide powers.

Colonel *Lockwood.*

370. Final powers?—Yes, on all practical points. Of course, it would not do to give them final powers on points of law.

371. But final powers except on points of law?—Final powers except on points of law.

Mr. *Ure.*

372. Do not the Railway Commission fulfil all your requirements, are not they strong and small and efficient?—Exactly, I have no fault whatever to find with the Railway Commission.

373. And they are not overworked, are they?—I felt it my duty to mention the point to this Committee from what I was familiar with, from having given evidence before the Royal Commission on Traffic. If that Commission had not sat I should be certainly satisfied with the Railway Commission.

374. But the tribunal which is to be set up will not be a permanent, but only a temporary tribunal, will you not?—I understand it was intended to make it a permanent tribunal.

Chairman.

375. But you would be prepared to accept anyone of the three tribunals you have suggested, would you?—Yes, the great point is, we ought not to be referred from the Board of Trade to the Railway Commission, that is where a great deal of time is lost.

Mr. *Ure.*

376. Are you indifferent as to which of the three is adopted if it be final?—It is impossible to express a very strong preference for a tribunal which is not in existence, and of the two existing tribunals I prefer the Railway Commission.

Chairman.

377. In your second suggestion do you suggest that all trains except express trains arriving at any London terminal up to 8.30 a.m. shall be available for workmen at workmen's fares from and to all stations within 20 miles off the terminus?—Yes.

378. What do you think would be the best definition of workmen. I understand you have had

Chairman—continued.

had some difficulty in deciding what workmen means?—Under the existing Act the word has been used without any further definition, and it seems to me the best way would be to leave it to the railway companies to take action if they thought the privilege was abused.

Colonel *Lockwood.*

379. Do you mean, put the *onus probandi* on the railway company of proving that a man was not what he represented himself to be?—Yes.

380. Who would decide the definition?—I take it the Court of Law.

381. At the expense of whom?—The defeated parties.

Chairman.

382. Is your next suggestion that all outward trains except express trains starting from any London terminal station up to 8 a.m. shall be available for workmen at workmen's fares from and to all stations within 20 miles of the terminus?—Yes, and I attach considerable importance to that because at the present time a fair proportion of the outward trains in the early morning run out empty, and I believe if they were made available for workmen, as the majority of them are not now, the railway companies would reap some benefit, and there would be a great addition to the convenience to the travelling workmen.

383. But what workmen would be leaving London so early in the morning?—Those engaged in building operations in the far suburbs.

384. I understood the reason why the County Council desired these alterations, or some alterations in the law, was in order that the workmen of London might live in the suburbs and come to their work in London. Is not this reversing the order, and suggesting that the workmen should live in the overcrowded areas in London and go to their work in the suburbs?—No, not reversing it. I think there is plenty of room for the stream of traffic to flow both ways. It may very well be that a man who has got his family settled in a particular neighbourhood, and who has all his friends there and his children's school there, does not want to change; there is no reason why he should be compelled to pay a full ordinary third class fare when he has a building job, say, for twelve months out at Hendon. If the trains are run it is very much better that they should carry passengers even at low fares, rather than no passengers at all.

385. That surely is a question for the railway company, is it not; it is rather like trying to teach other people their own business, is it not?—I merely want to show that there is no intention on the part of the County Council to leave the railway side of the case out of consideration.

386. But there is no great advantage that would accrue to London, is there, by this recommendation being carried out?—Of course not, in comparison with the advantages that will accrue from an improvement in the inward services.

387. It is purely a question of railway management is it not?—Oh, no, I could not consent to that interpretation. I think there are a very large number of workmen who would be benefited, although in proportion to the total they may not

Chairman—continued.

be very large. The Council have at present before the Board of Trade, an application for an order to compel one of the companies to run outward workmen's trains, and we find that on that line there is a considerable demand for these trains. Workmen have come to us and we have particulars of their requirements.

388. Living in the London District?—Living in the County of London and working on buildings or other jobs outside the county. They are anxious to have workmen's trains to carry them out.

389. But surely it would be better, would it not for there families, as far as health is concerned, that these men should be located where there is better air for their children and more room for their accommodation from a sanitary point of view?—If that were possible in every case, I should say undoubtedly yes, but where you have men engaged in the building trades, whose work may be one year in the north and another in the south, and where you are bound to take into account the fact that there are thousands of residences in the county, which you cannot expect to go out of use at once, I think there is a case for outward workmen's trains, at any rate as a temporary measure for the next 10 or 12 years.

Mr. *Ure.*

390. Have you any instances in London or the vicinity, similar to Singer's Works which you know are six miles out of Glasgow and to which thousands of workmen go from Glasgow?—Yes, we have the docks all down the Thames; the Victoria and Albert and Tilbury Docks all employ a large number of men and although a considerable number live in the neighbourhood of the docks, a very large number go down by rail from town every morning. The Great Eastern Railway runs a special service of workmen's trains from Stratford outwards to these docks in order to meet the demand.

Chairman.

391. As regards suggestion No. 4, that workmen's tickets shall be available for any train carrying third class passengers, do you know that the Great Eastern run special workmen's trains because their ordinary third class passengers object to the overcrowding?—Yes, I am aware of the arrangemrnt which the Great Eastern Company have made, and I believe it works very well. At the time of their greatest pressure in the afternoon there are certain trains by which workmen may not travel, but on the trains by which the workmen are allowed to travel, any other passenger may travel if he wishes. There are a sufficient number of trains for the workmen. I do not think any reasonable exception can be taken to them, and this suggestion may be construed in that wide way.

392. Do you mean you would alter No. 4 so as to admit of the present practice of the Great Eastern Railway?—Yes, or any other reasonable modification that experience shows to be necessary.

393. As things stand now, it would not admit of the system of the Great Eastern being adopted generally, would it?—Just so.

394. Then

Chairman—continued.

394. Then the next suggestion is that the fares for workmen's tickets shall not exceed 2*d.* return for 10 miles; 3*d.* return, 10 to 15 miles; and 4*d.* return 15 to 20 miles. Really your diagram points out very clearly that certain companies charge more, does it not?—Yes, if you will refer to Table E.

395. For instance, I see that for a little over 5 miles from Willesden they now charge a workman's fare of 4*d.*, by the London and North Western?—Yes, from Euston they charge 4*d.* return for a distance of 5½ miles.

396. Are there any other means of workmen getting from Willesden to London at a cheaper rate?—Not to Euston.

397. But to London?—I believe there is a service from Willesden to Broad Street, but I have not the fares for that service on the time table, because probably the figure could not be divided between the North Western and the North London; but being controlled, as it no doubt would be, by the North Western, the fares would probably be on something like the same scale as the fares to Euston.

398. Are there a great many workmen living at Willesden?—Yes, a large number.

399. Have you ever had any representations that the service is not all that it should be for them, and a request for cheaper workmen's trains?—Yes. There was an inquiry before I had anything to do with the matter, of which I have the particulars. There was an application in 1900 for a better service on the London and North Western Railway, and at that time the Board of Trade required the Company to run an additional train serving Woodford, Bushey, Harrow and Sudbury, and to reduce its fares.

400. But that was not from Willesden, I understand?—It was not from Willesden; it was inwards to Willesden and Euston. I have a recollection of an inquiry being held at Willesden, with the result I have stated.

401. But you know of no petition, do you, from the people of Willesden for a better service?—Not since January, 1901, when I took up the work.

402. I think you have already explained Suggestion No. 6, have you not?—May I be allowed to point out that there are some season ticket rates on three railways that work out at a less daily fare than the workmen's tickets. Out of 28 stations on the Great Northern Line, from which third-class season tickets are issued to King's Cross, six of them are at such a fare that it comes to less than the workmen's fare on that line. The stations are: Holloway, Stroud Green, Harringay, Crouch End, Hornsey and Highgate. On the London and South-Western there are five stations where the same thing occurs, viz., Brentford, Hounslow, Hampton, Sunbury and Shepperton. Then there are four stations on the Midland of the same character; Camden Road, Upper Holloway, Hornsey Road and Crouch Hill. So that you see, by taking a periodical ticket, an ordinary traveller gets treated as well as or better than the workmen.

Colonel *Lockwood.*

403. I understand with regard to what you said about the Board of Trade having made an Order for the reduction of fares from Watford and Bushey, that no order was made, but the North Western Company and Colonel Yorke had a meeting and an agreement was come to, the Company conceding some portion of the demand and not others, and there was no Order made?—That may be; but as a matter of fact the additional train was put on and the fares reduced.

404. I understand that some of the requests were granted, and some were not?—Quite so.

Chairman.

405. Then your next suggestion is that railway companies should be required to issue workmen's tickets to workmen on the day previous to that on which they are to be used. On the Great Eastern Railway they have that system now in vogue and find it works very satisfactory, do they not?—Yes, and it is very important in enabling the workmen to catch their trains in the morning, when there is a crowd at the ticket office.

406. Then the next suggestion is that the Railway Companies shall keep published, by means of an adequate number of posters at their Railway Stations, full particulars of their workmen's train service. What have you to say as to that?—That is done by the Companies who run the most trains, and it ought to be made general.

407. The next suggestion is, that a company shall be prohibited from imposing any condition in connection with the issue of workmen's tickets, limiting its liability for compensation in respect of injury to a passenger travelling with a workman's ticket. At the present time a workman's ticket does carry with it, does it not, a fixed rate of compensation?—It limits the liability for compensation in case of accident to £100. I do not know that that applies to all workmen's tickets, but it does to the majority.

408. Why do you suggest that that should be altered?—It is not in the Cheap Trains' Act, to begin with. It has been imported by special clauses in nearly every case, and there does not seem to be any reason for altering the bargain, if bargain it were, between Parliament and the Railway Companies on one side only. If the Railway Companies were giving some additional facilities, then there might be a plea for this additional limitation on the workman.

409. But surely is not your suggestion, that Parliament should be asked not to leave it to the Railway Companies to give these facilities, but to enforce these facilities?—Yes, because the Railway Companies have not as a whole shewn themselves willing to do what is required.

410. Therefore under those circumstances it is not quite a bargain, is it?—I am only speaking of course about the existing state of things.

411. But these are your suggestions, are they not?—Yes, but those suggestions follow on the lines of the existing law as far as possible; they are suggestions for its amendment. There is no reason why this should be introduced into the cheap trains' legislation; but there is a reason

Chairman—continued.

why it should not, namely, the great hardship being inflicted on the workman; and it does seem to me that if finance is to be the pinch it is rather unfortunate that it should be attacked in this way.

Mr. *Ure.*

412. Is it the limitation to the £100 that you object to?—Yes.

Mr. *Gerald Loder.*

413. You must be aware, must you not, that on most railways on all special tickets, passes, and reduced tickets there is a limit of liability, and in some cases no liability whatever?—I know a railway company put a great many things on the backs of their tickets in that way; but I think in this case when you are dealing with the workmen's service all over the Kingdom, it would be as well to have a uniform practice.

414. You do not suggest, do you, that they are worse off. There is nothing in the Cheap Trains Act of 1883 to prevent Railway Companies making such a stipulation, is there?—There is nothing to prevent them. I think there should be something to prevent them.

415. I wanted to remove the insinuation that the railway companies had not acted entirely up to the spirit of the Act of 1883?—If I conveyed any insinuation I should like to withdraw it.

Chairman.

416. The importance of this suggestion is, really is it not, that it prohibits, if this provision was passed into law, a railway company making bye-laws as it has made them in the past?—It may be a change in the matter of form, but I see no reason why a workman's widow and family should be deprived of the compensation which they might otherwise be entitled to, by such a limitation as this.

Mr. *Gerald Loder.*

417. Surely a workmen is getting his *quid pro quo*, and a railway company is entitled to ask something back, viz., a reduction of the risk?—But you see the workman gets the benefit and the widow and family have to bear the brunt of the loss, and I think that is unfortunate.

Mr. *Ure.*

418. Do you have what we have in Scotland, monthly diaries issued for 1d. with an insurance coupon inside, which insures the purchaser of the diary, if he signs his name, against accident?—I did not know the price of them, I know one of them, Cassells, which charges 4d. a month. I did not know they had come down as low as 1d. in Scotland, it may be so.

419. There are such things in England are there, at 4d. with insurance offered by a good company?—Yes.

420. Does not that meet the point?—That is a matter entirely for the Committee.

Chairman.

421. Is there any remark you wish to make on the three last suggestions. I think they are covered by your former evidence. Is there anything else you wish to add?—The only thing I wish to add is, the particulars of overcrowding in workmen's trains which Mr. Lough asked me for last week. On the 13th November, 1903, in a train from Barking arriving at Fenchurch Street at 7.29 a.m., there was total accommodation provided in the train for 706 persons. The greatest number of passengers in the train at one time was 1,046, or an excess of 48 per cent. The Inspector's report is: "persons standing in all compartments and guard's van, overcrowding very great in front and rear; 11 counted standing in one case." Then on the 14th November, 1903, in the case of a train leaving Upton Park, and due at Fenchurch Street at 7.46 a.m. with total accommodation for 842 persons, the greatest number of passengers in the train at one time was 1,545, an excess of 83 per cent. The special report was: "from 6 to 10 persons standing in every compartment, 43 in front guard's van."

Mr. *Lough.*

422. On what line was that?—The Tilbury line. Then on the 18th November, 1903, also on the Tilbury line, taking a District train leaving East Ham at 6 o'clock and arriving at Mansion House at 6.36, with seating accommodation for 400, the greatest number of passengers was 738, an excess of 85 per cent.; and the special report was "from 6 to 12 persons standing in every compartment." Then I have one more case on the Whitechapel and Bow. On the 18th November, 1903, a train leaving East Ham at 7.10, arriving at the Mansion House 7.51, had total accommodation for 400, and the greatest number in the train at one time was about 830, a percentage of 107 in excess. The special report was: "several persons standing in all compartments at the starting of the train, and 8 to 10 in each from Upton Park. Passengers were observed to be seated 6 on each side in many compartments. The passengers by this train could not be completely counted owing to the dense overcrowding."

Mr. *Ure.*

423. Were these surprise visits or exceptional occasions?—No, we had no reason to anticipate that there would be any exceptional overcrowding.

424. But they were surprise visits, were they not?—Of course the company did not know that we were counting. I may say that we have taken the traffic on the workmen's trains on this line on four occasions during the last three years, and the results have always been about the same—there is very great overcrowding.

Mr. *Lough.*

425. Have you any reason to believe that those facts are any different to the case any morning in London?—Those are the most acute cases. I have other cases on other railways, but generally speaking, in the workmen's trains you find people standing up in the compartments.

Chairman.

426. Have you considered the question of who is responsible for the overcrowding?—I take it, of course, that in the first instance the railway company

Chairman—continued.

company is responsible; but I am bound to admit that the railway companies, the Great Eastern in particular, have taken a great deal of pains to meet it as far as they can.

427. I meant the legal responsibility—whether it is the railway company now that is liable for the overcrowding of their carriages, or whether it is the passengers in those carriages who are liable for entering the carriages when they are full?—I believe the railway company have the power of regulating it; whether any passenger has a remedy against the person whose entrance causes the overcrowding, I do not know.

Mr. *Lough.*

428. Have you any cases except the cases on the Tilbury line which you can quote?—I have not any cases of 12 standing in a compartment on other lines, but I have other cases of overcrowding. On the Great Eastern, on the 19th May, 1903, a train left Maryland Point at 7.39, due in at Liverpool Street 7.51, with seating accommodation for 714, and the greatest number of passengers at any one time was 857, an excess of 20 per cent. The remark is: "one to three persons standing in almost every compartment."

429. Are you aware whether that train was the last workmen's train in the morning from this place?—I think most probably it was. It was the last I find.

430. So that in that case the overcrowding could have been avoided, could it not, if a later train had been provided?—If two trains were provided in place of one there is no doubt great relief would be given; but the railway companies always have to grapple with the fact that the workman likes to go by the latest train that will get him to his work in time; that is the whole difficulty. I might explain that the Great Eastern Company, I believe, started their half-fare trains in order to grapple with that difficulty, and on one line, the Edmonton line, they have 2*d.* trains up to a certain hour; after that hour they charge 3*d.*; and after that time they run the cheap or half-fare trains, and in that way split the traffic to a certain extent. That is the basis of my suggestion, that something of the kind might be done throughout.

Chairman.

431. Also, do not the Great Eastern Railway sell tickets the day before for a special train; and when the number of tickets sufficient to fill the train is arrived at, they sell no more?—I have heard of that.

Colonel *Lockwood.*

432. Have you anything in your remarks about whether the weather was foggy or anything of the kind on the occasions you have given, because I notice they are mostly in November?—No, I have not. On each occasion the full serviee was run.

Mr. *Lough.*

433. With reference to the overcrowding question did the matter of compensation influence you in any way?—No, I did not consider the two points together.

Mr. *Lough*—continued.

434. Clearly with overcrowding the liability to accident is much greater, is it not?—No doubt it is.

Chairman.

435. Has the Board of Trade or any tribunal any power to prevent Railway Companies overcrowding their carriages?—I am afraid I do not know sufficient of the general railway law to answer absolutely; but in the case of the workmen's trains there is the remedy provided by the power to order the running of further trains.

436. Therefore you put the question of overcrowding as one which should be left to the tribunal, do you?—Yes.

437. Because there is really no tribunal which can deal with it at the present time?—That is so.

Mr. *Ure.*

438. Is not the real difficulty to be met, the difficulty of keeping the workmen out of the first train, and would it not require to be met by having an increased number of officials at the stations?—I do not think that would be nearly so effective as a system of graded fares.

Colonel *Lockwood.*

439. Because you have the intermediate stations to deal with?—Of course you have.

Mr. *Lough.*

440. It is not the first train, it is the last train as to which they feel the difficulty, is it not?—Yes.

441. Have you any other instance of overcrowding?—Yes. On the Metropolitan on the 26th January, 1903, a train left Richmond at 7.44, with a total accommodation for 428, the greatest number in the train at one time was 453, an excess of 6 per cent. This is a workman's train from certain stations only.

Mr. *Gerald Loder.*

442. You are sufficiently acquainted with the Metropolitan I suppose, to know that that is not an evil confined to workman's trains?—I am aware of that.

Mr. *Lough.*

443. Do you know whether the London and South Western give as cheap facilities as they ought from Richmond, or is the overcrowding on the Metropolitan due to the absence of facilities on the London and South Western?—The South Western and the Metropolitan at the London end do not serve the same districts. Then I have an instance on the Central London Railway on the 25th May, 1903, of a train leaving Shepherds Bush at 7.30, with seating accommodation for 336, the greatest number of passengers was 438 at one time, excess 30 per cent. On the City and South London, on the 12th June last year, in a train leaving Clapham Common at 7·30, due at the "Angel" at 7.56 with seating accommodation for 144, the greatest number of passengers was 202, an excess of 40 per cent. I have several other instances applying to each company, but I have read enough I think.

Mr. *Ure.*

444. Do I understand none of these were exceptional—that is to say there was no exceptional reason?—Nothing of the kind, our object was to take a sample day if we could possibly get it.

Mr. *Lough.*

445. Are the workmen's fares on the South Western as cheap as the standard you have fixed?—No, I do not think the South Western fares are cheap at all.

Chairman.

446. According to your Table the fare from Richmond to Waterloo is 6*d.*, is it not?—Yes, for less than 10 miles, a distance for which the Great Eastern charge 2*d.*

Mr. *Lough.*

447. That is no use to a workman is it?—It is no use to a *bona fide* workman.

Mr. ROBERT THORNTON, called; and Examined.

Chairman.

448. Do you come from South Shields?—Yes.

449. And have you been sent from that town to represent that town on this question?—Yes, the working class in that district.

450. What body do you exactly represent?—The North Eastern District Workmen's Trains and Trams Association.

451. Will you tell the Committee first the system under which workmen's tickets are issued by the railway companies in your district?—I have prepared a statement, being Secretary of that Association, and if I read it perhaps it will be more explainable. The workmen before getting tickets must first satisfy the booking clerk that he is a *bona fide* working man, clerk, or school teacher entitled under the Company's bye laws to the use of a workman's ticket, although this condition is enforced, the railway company, contrary to the practice obtaining in many of the districts, only issue these tickets in batches of 6, that is if a workman applies on the Monday. I have brought a sample of the tickets as issued by the North Eastern Railway Company for the edification of the Committee.

Colonel *Lockwood.*

452. When do they issue them?—On the Saturday afternoon.

453. For the following week?—Yes they are of a different colour for each day.

Mr. *Lough.*

454. Will not they issue daily tickets?—No. This practice applies to the whole of the North Eastern Railway Company's district.

455. Can you confirm that of your own knowledge?—Yes, we have made applications repeatedly.

Mr. *Levy.*

456. What are the charges?—The charges vary.

Mr. *Gerald Loder.*

457. Are they zone tickets?—No.

Mr. *Lough.*

458. Is this the ticket issued; have you produced the cheapest ticket they issue?—Yes.

Chairman.

459. For how many miles?—3½ miles for 1*s.* 6*d.* a week; 6 miles, 2*s.*; 9 miles to 12 miles, 2*s.* 6*d.*

Colonel *Lockwood.*

460. Do you mean those are the prices for 6 return tickets?—Yes. On the backs of the tickets the Company insert the following conditions: "This workman's ticket which is not transferable is issued subject to the Regulations and Conditions in the Company's Time Tables and in the notices advertising the arrangements, and the use of the holder shall be taken as evidence of a special contract between the Company and such holder that the liability of the Company to make compensation for injury or otherwise in respect of each passenger shall be limited to a sum not exceeding 100*l.*"

Chairman.

461 Do you object to that?—The workmen on the Tyne side and that district object to any such limitation for the loss of life of a workman in any of those trains.

Mr. *Ure.*

462. Why?—They consider that under the conditions on which the North Eastern Railway Company issue the tickets, and the amount it costs them for travelling, that the life of a workman is of as much value as those of people in any other trains.

463. Has there ever been any case in which anyone holding one of these tickets, has had a claim cut down to £100?—We have never had a case in which we have tested the right of a railway company to limit its liability.

464. So that they have carried you free from serious accident, have they?—Yes.

465. So that the objection is rather sentimental than real, is it not.

Chairman.

466. Is the next point you want to bring forward the onerous conditions under which the tickets are issued, which deprive a large number of workmen in the district of the privilege which the Cheap Trains' Act, 1883, intended to give them?—Yes. Our first grievance is the tickets being issued in weekly sets, and not daily. The reason why we designate them as onerous conditions will be explained if I am allowed to read my prepared statement. Through the onerous conditions under which those tickets are issued, there is in this district a large number of workmen unable to avail themselves of the privilege the Cheap Trains' Act of 1883 intended to give them.

467. But

Chairman.

467. But why. You must give the Committee some reason?—Men that are casually employed at various places of employment on both sides of the River Tyne, viz.: shipyards, dry docks, pontoons, where ship-repairing is carried on, are uncertain of a week's employment.

468. I quite see that for casual labour a weekly ticket is no good?—Yes, that is the point.

469. Is there much casual labour in that district?—A great deal in the ship-repairing and other trades.

Mr. *Lough.*

470. Apart from that, might not a man be regularly employed but have to work in different districts during the same week?—Yes.

Mr. *Galloway.*

471. I do not understand that question?—We have such men as the Tyne bargemen, also men known as lumpers, who discharge vessels and so forth. They are uncertain as to what part of the Tyne they want to be at, and consequently they cannot get a set of tickets; therefore they have to pay the ordinary fare for going backwards and forwards, or else stop on board the craft all night.

Chairman.

472. Are there any other conditions that are onerous besides the condition of not being able to get daily tickets?—Then there are men looking for employment.

473. But are there any other conditions attaching to the purchase of these tickets which you object to, besides their not being issued daily?—Yes. We should like it to be the right of a workman to return by any train.

474. By what trains can he only return now?—Only by trains after 3.30 in the afternoon.

475. Can he return by any train after 3.30?—No, not any train; he can only return by a limited number of trains.

476. Is there any other condition besides those you have given us, to which you object?—If a workman is taken ill during the work hours, between 8 a.m. and 3.30 p.m., he is not allowed to return home with the workmen's ticket.

Mr. *Galloway.*

477. Have you any case where a railway company has refused to take him?—Yes, and I have known cases of men being unable to work through inclement weather. On February 27th, 1903, which was a very stormy day, the workmen employed in the shipbuilding yards and the house-building trades, had to cease work at breakfast time, through the storm increasing in violence; large numbers of workmen made application at the booking offices of railway stations in this district for permits to travel in the 8.46 a.m. ordinary train from Newcastle with the return half of their workman's ticket; they were refused and informed that if they travelled in that train they would have to pay the ordinary fare 6*d.* and forfeit the 2½*d.* for their workmen's ticket, which meant a cost to workmen's ticket users of 8½*d.*

478. But I understood you to say that the railway companies refused to take men back when they became sick during the course of their employment. Is that what you meant?—Yes.

479. You said the railway company refused, when the man fell sick, to take him back with his workman's ticket. Have you any case you can quote to us in proof of that statement?—Yes.

Chairman.

480. Is the next question you want to bring before the Committee the question of overcrowding?—Yes. We have not taken any statistics of definite trains, or any dates when they have been overcrowded, but we have had complaints before the Committee, and we have made attempts through correspondence with the railway company, and also referring the matter to our local authorities, who have made application both separately and jointly to the North Eastern Railway Company to remedy this overcrowding. They somewhat deny that there is overcrowding, and they happen to take December when trade was very slack in the district. The returns which they sent could not be accepted on behalf of the workmen who were travelling. The numbers they gave were very small indeed. I do not say that we have a big lot of men travelling at present, but that is owing to the onerous conditions imposed.

481. Is the next complaint you want to bring forward the inopportune time of trains?—Yes.

482. I suppose you mean by that the inconvenient times the trains are run?—Yes.

483. Do you mean that they are run too early or too late?—In some cases too early, and in some cases too late.

484. Then do you say there are complaints of the seafaring class as regards the Cheap Trains Act: what are those complaints?—The complaints are that the seafaring class who live in South Shields sign on for their ships, and after signing on sometimes for six or twelve months, they are only away about three months, and are liable to be paid off at any port in the United Kingdom. Being paid off after such a short time with their half-pay left at home, it practically takes the whole of their wages left to pay their way home. They are charged the full fare; but there is an agreement, or an Act of Parliament, I believe, where men in batches of five coming from a vessel can travel at half fares. These seamen claim they should be allowed to travel at half fares individually. They contend that they should be allowed a reasonable time after their discharge to make application to travel at half fare; that is, if they find they are unable to get a ship in the particular port in which they are discharged they should be able to make application at the booking office of a railway company to be allowed to travel home at half fare. If not, it is probable that the small amount of money the man has goes, and he consequently has to depend on the crimps to advance him money, with the usual result, and his wife and family are left in South Shields.

485. With regard to these complaints of the seafaring class, do you mean that they might be put down at any port in the United Kingdom; that is to say they might be landed at Southampton

Chairman—continued.

and you want them to be able to travel from Southampton to South Shields, or any other place at half fares?—Yes.

486. That would apply to all seaport towns in the country?—Yes.

487. Is it a general grievance, do you know, throughout England?—It is a general grievance as far as our district is concerned.

Mr. *Galloway.*

488. Why do you suggest the railway companies should carry these men, who are unable to find another ship to sign on, anywhere he wants to go at half fare?—I do not suggest the railway company should carry him back, if he can find another ship; but I want these men to be allowed a reasonable time from their last discharge, which can be proved on the continuous discharge note, to get a ship. Failing that, they should be able to make application to the railway companies to travel home at reduced fare.

489. In the first place, how is anyone to find out whether a man has made all reasonable endeavours to get a ship?—If he makes an application after a reasonable time from discharge to be allowed to travel home, it shows he has stopped there and endeavoured to get a ship.

490. It does not show he has endeavoured to get a ship. though it may show he has stopped in the particular town for some time?—One would think, if he had stopped a reasonable time, that his intention was to have got a ship, if he could.

491. Thinking, I am afraid, is hardly proof. What I want to know is, how do you suggest the railway companies should find out whether a man, in the period of time which you propose, between his being discharged from his ship and applying for a ticket, has used all reasonable endeavours to get employment?—I would suggest that it should be obtained from the ship-master at the shipping office, to prove that the man has made application at the shipping office.

492. Who is to apply at the shipping office?—The man would receive a reference from the shipping master, stating that he had made application to get a ship.

493. You said, did you not, that the railway companies refused to take men holding workmen's tickets back from their work during hours, other than the hours laid down at which workmen's trains ran, in cases where the men became sick at their employment. Is that what you say?—Yes, when he became sick at his employment. We have had many cases on the North Eastern Company's line where the workman has applied to the booking clerk to be allowed to travel home as being sick.

494. Can you give me one definite case?—I am not in possession of it at the present time.

Colonel *Lockwood.*

495. Do you know that the Great Eastern Railway Company have a statutory limit to their liability for workmen carried by the workmen's trains, of 100*l.*?—No, I do not know that.

Captain *Norton.*

496. To make it quite clear, I should like to ask a question about the men getting another ship. I presume you mean that when a man comes to undertake a job on board some ship, and he has a ticket which is available for return on a certain date or a certain time, not being able to get a ship, he wants the company to allow him to come home a little before or a little after that time. Am I right?—No, what I want to make clear is this, that after a man has been discharged in a port and he has been in that port a reasonable time, if he makes application to a booking clerk to be allowed to travel home, I suggest he should be allowed to travel at a reduced fare.

Captain *Norton*—continued.

Mr. *Lough.*

497. You said that you objected to the times of the trains and you put in a table. I see by the time table that they run up to 8 o'clock in the morning generally?—Yes.

498. Do you want them run later than 8 o'clock in the morning?—No, but there are trains run which do not meet the convenience of the working class.

499. Can you point to a case, because this list appears to me to be a very good list?—Yes. From North Shields there is a train scheduled to leave at 5.1 That train has been put back this past week.

500. What do you mean by being put back?—It is too early for the workmen to start work.

501. Then there is one at 5.39, and another at 6.34 from North Shields?—Not from Tynemouth to Newcastle, or North Shields to Newcastle.

502. But you took North Shields. Here are the trains: 5.24, 5.39, 6.24, 7.13, 7.39, 8.13, all going to Newcastle from North Shields. What do you object to in that?—From North Shields to Newcastle the first train is 5.1.

503. But the list is a good one, is it not; they go on till 8 o'clock?—Yes, but there are inopportune times of trains arriving.

504. I wish to understand your complaint, but I cannot follow it. There are six trains, and that seems a pretty good service in the morning, does it not?—Yes, they may appear to be good to you, but at the time the workmen have to start work they are inopportune.

505. At what time does a man want to start work?—At 6 o'clock.

506. Very well, then, here is a train which leaves North Shields at 5.24, getting to Newcastle at 5.45, and he could walk to his work by six o'clock, could he not. With regard to the 6 day ticket, are there very many men in the district who work only five days a week?—A great many.

507. And they would have to buy the tickets for six days, would they?—They would have to buy the tickets for six days.

508. You say, I understand, that you object to the limited number of trains in the afternoon by which men can return?—Yes.

509. Do you happen to know yourself whether the trains in the morning at 11, 12, and 1 o'clock are not very often empty on that line?—Very empty.

510. In short, the hours during which the workmen are excluded from the trains are the least crowded hours of the trains, are they?—They are the least crowded hours of the trains.

511. I do

Mr. *Lough*—continued.

511. I do not know whether you know the London Companies have discovered that, and they generally allow workmen now to travel by any train they please. Is that what you would like?—That is what the working class on the North Eastern Company's system would like.

512. With regard to the prices of the tickets, what price do you think a workman could afford to pay?—We do not object to the price of the tickets as they are now, provided the Company would issue daily tickets

Mr. *Lough*—continued.

513. You think every workman could pay the 3*d.* a day, do you?—Yes. I might state that there is another means of transit which issues daily tickets—that is the workmen's boats; the Tyne steamers issue daily tickets, and those boats are very much overcrowded owing to the onerous conditions on which the railway company issue their tickets.

514. That is to say that you think the fares are all right if they would issue daily tickets?—Yes.

Wednesday, 6th July 1904.

MEMBERS PRESENT:

Lieut.-Colonel Bowles.
Mr. Galloway.
Mr. Leverton Harris.
Mr. Levy.
Mr. Gerald Loder.
Mr. Lough.
Captain Norton.
Sir Harry Samuel.
Mr. Sheehan.
Mr. Ure.
Sir Thomas Wrightson.

LIEUT.-COLONEL BOWLES IN THE CHAIR.

Mr. ALPHEUS CLEOPHAS MORTON, called in; and Examined.

Chairman.

515. You are Chairman of the Streets Committee of the Corporation of the City of London?—I am.

516. And the Streets Committee have dealt with most of the Railway Bills introduced in recent years affecting the City?—Yes, that is so.

517. Are there any comments that you wish to make upon the evidence which has been given by the County Council?—All I may say with regard to the London County Council evidence and the proceedings is, that we as a rule leave this question of workmen's trains to the County Council, because our territory is very small although very important, and the County Council's area is much larger. Our practice with regard to working men's trains is, to ask the promotors whether they have agreed with the County Council. If they have, we do not trouble ourselves much further about it, because we think they are very likely to have got all that can be got. We, of course, enquire afterwards whether the provisions have been put in the Bills. We are very much concerned of course in the matter, because there are 400,000 people, a great many working people, coming into the City every week day morning to work; in some shape or other.

518. You mean by that both clerks as well as working men?—Yes, warehousemen and labourers; that takes in all who actually come in to work.

Mr. *Galloway.*

519. Do they come in by train?—They come by train and bus, and they walk. Anyway they come in. That is according to the day census that we took. Then besides that, there are about 850,000 people who come in for other purposes each week day.

Chairman.

520. You suggest that there are others to be provided for besides the workmen?—A warehouseman or a porter is as much a workman as a labourer or a bricklayer: those men get no better wages and are as much concerned in coming in cheap.

521. At what hour would they come to the city?—Some have to come earlier, but I believe the bulk do not desire to get in before 9 o'clock in the morning; but there are a number, of course, that arrive at 6, 7 and 8 o'clock.

Chairman—continued.

522. You have personally for many years taken an active interest in the question of cheap and convenient travelling, and several years ago you were instrumental in securing in certain Tramway Acts a section for preventing the raising of fares on Sundays or Bank holdays, which section has, since 1897, been included in the Model Bill; and the Corporation have, through the Streets Committee, obtained a similar clause in certain Railway Acts?—We were successful after some years in getting that clause as to not raising fares on Sundays and public holidays, and it has now, since I have been out of Parliament, been made a model clause. This is the model clause adopted by Parliament: "The company shall not take or demand on Sunday or any public holiday any higher fare or charges than those levied by them on ordinary week days." Having succeeded in getting that in all the Tramway Acts, the City endeavoured to get it also in the London railway Acts.

523. Do you suggest that the fares on the London railways are raised on Sundays and Bank Holidays?—Well, they might be. We want to stop any temptation to do it. You never can tell, you know. I remember when we first commenced getting it in the Scotch Tramway Acts, they said to me, "They will never run tramways on Sunday in Scotland;" but you will find they are doing it now. Last year we got a similiar clause in the Metropolitan District Railway Act, and also in the City and South London Railway Acts (the Tube railway).

Mr. *Gerald Loder.*

524. The Model clause?—Yes, the same clause, or very nearly the same. In the City and South London Act it is exactly the same.

Chairman.

525. Has there ever been any objection by

Chairman—continued.

by any railway company to inserting that clause?—The Tube Railway Company, the City and South London, made no difficulty about it; but the District Railway people did, and they even got us to alter it a bit; they made it apply only to the part of the railway in the City. I do not know that anybody has objected to it, except the District Railway Company objected to our making it apply to railways outside the City.

526. But you do not know of any instances where the fares are raised within the area around London on Sundays and Bank Holidays by any of the railway companies?—No, I do not at the moment; I cannot remember any. I have known some of them raise them in connection with cricket matches and that sort of thing, but whether it was on a Bank Holiday I could not be certain.

527. It may have been for special trains?—Yes, something of that sort.

528. They would not have raised the fares upon any of their ordinary trains?—I could not be certain. That is the only case I can remember of their raising them at all.

529. You would not suggest that the special trains run during Ascot week, should be run at the ordinary fares?—I do not know, I am sure, why they should not, although I am not at all anxious about it. We had great objection of course, from the Tramway Companies, when we commenced, but that is all settled now.

530. We are not dealing with Tramway Companies. Another point which you wish to raise is with regard to the use of railway tickets; would you explain that?—I endeavoured at one time to get an Act passed, to allow the use of return halves of tickets when you choose. What we are asking for now is, that parties shall be allowed to use not only the return half, but the other portion of the ticket, or any portion of the ticket, whenever it suits them, whenever there is a tram going. That is the law in the United States now. It was decided previouly to when I first introduced the Bill in Parliament, previous to 1890, in the United States, by the Supreme Court, that a railway ticket, like a bank-note, was payable on demand; that is to say, if a train was going at any time you could use your ticket, either the first portion of the ticket or the return half; buy it when you like, and use it when you like.

531. How do you suggest that that is going to assist the working man?—If they could use these return halves when they like, it would certainly assist them.

Mr. *Galloway.*

532. You do not suggest that these are workmen's tickets that can be used at any time, do you?—We are treating everybody alike in that respect.

Chairman.

533. Then the next point is that the Corporation consider that the limit of 8 o'clock in the morning, contained in Section 3 (1) (b) of the Cheap Trains' Act, 1883, should be extended, as the present practice inflicts hardship upon working men whose work does not commence

Chairman—continued.

until 9 o'clock?—Yes; it should be "working people," of course, because it includes women as well as men. Our attention has been called to it, because there are a great many people, especially coming to Liverpool Street Station, who have to wait about for an hour before they can get to their work, and that causes apparently a great deal of inconvenience to them. I have some figures here. At a church in the neighbourhood, All Hallows, London Wall, the rector took the matter up, and he has actually provided a building for these people to wait in until they can get to their work, and in this special building last year there were 26,632 men made use of it; in the church there were women and girls 71,220, making a total of 97,852. He deducts from that 5,000 people who possibly would have attended the service in any case.

Sir *Thomas Wrightson.*

534. 5,000 in the whole year?—Yes, last year.

Chairman.

535. Have you got any evidence that the others were railway passengers?—Yes, they are known.

Mr. *Galloway.*

536. To whom; what evidence have you taken to substantiate this?—I suppose the best proof is that if they were not that class of people waiting to get to their work, they would not be there at all.

537. Why?—They would not be very likely to go and walk about the streets for an hour.

538. They were not walking about the streets they were in this church?—Not in the church, because the clergyman and other generous people were good enough to build a building for them. I know as a matter of fact myself, personally, that a good many of them come and wait in our little park at Finsbury Circus and sit down on the seats. We went to the expense of providing extra seats for some of these people to come and sit on while waiting an hour to commence work. That I know as a matter of fact.

Chairman.

539. If you lengthened the hour to which these people could arrive in London, would you make any distinction between the better class, the richer people who travel up to that time and can afford to pay the present fares?—I should not mind if you did that; but then there is some difficulty, of course, I suppose in picking them out.

540. How do you suggest to carry out this suggestion of yours?—I suppose there would be no great difficulty in managing it. With regard to these girls that come in to go to work, it seems to me a very hard case that they, being obliged to come as cheaply as possible, should have to come in and wait an hour before they can get to their work, whereas they might be very usefully employed at home during that hour looking after their own affairs. That struck us as a great hardship with regard to that particular class; how you are going to pick them out exactly I could not tell you.

541. But

Chairman—continued.

541. But you say you have given a good deal of consideration to this matter, and it is rather important that if you make a suggestion there should be some means of carrying it out?—You mean finding out.

542. Do you suggest that everybody should only pay a workmen's fare up to nine o'clock?—Yes.

543. Then I ask you have you calculated what would be the loss to the railway companies in such an alteration?—I am not certain that it would be any loss at all, it certainly would not with regard to those 71,000 people, because they pay the smaller fare, and they come and wait for an hour in the City before they can get to their work; so that the railway company do not get any more money for them.

544. But I might suggest that there would be some people travelling now by the later trains?—I believe there are always people that take advantage of those cheap trains; you cannot help it very well.

545. Then those people that travel now at the increased fare would naturally travel at the lesser fare, if it was allowed up to 9 o'clock?—Certainly.

546. What I wanted to arrive at was, whether you think there would be a loss to the railway company, and if so how should you meet it?—I do not think it probably would be much loss to them; but if they could devise any means whereby they could pick out these working people, I should not object to that.

Mr. *Leverton Harris.*

547. At all events the trains arriving at 9 o'clock would be very much more crowded; you would have these 92,000 people you mention over the year coming by the trains that arrive at 9 o'clock instead of by earlier trains?—Some of them.

548. The result being, that you would have very much more crowded trains arriving in London up to 9 o'clock?—Yes, that would follow.

Mr. *Sheehan.*

549. You base your case for the extension of the time limit, I think, to 9 o'clock, on the fact that it would afford an opportunity for shop assistants and clerks coming in, who are no better paid than ordinary working men?—That is so. These young girls do not receive much wages.

Chairman.

550. I was not suggesting that it would not be a great boon to them; but whether you have thought out any means of striking a bargain with the railway companies?—You mean to mark out those people who ought not to have the advantage of cheap trains?

551. No, I do not think that was in my mind. I was wondering whether you had given any consideration to this subject in order to see if there was not some way in which the Government might meet the railway companies, so as to compensate them for any loss or difficulty they may be put to?—No, I do not think we have thought about how that should be done.

Chairman—continued.

552. You have only thought of the question as regards the benefit for the public and not as regards the working of the railways?—Yes, we have. It has been found, as a matter of absolute fact, that the more advantages the railway companies give, the better business they do. I want just to explain that a little further, to prove it to you up to the hilt. Fifty or 60 years ago, what you call third class passengers were treated like cattle; in some carriages they had not even seats to sit down; but it has been found in practice that the better you treat the people, the more profit you make.

Mr. *Lough.*

553. The third class people you mean?—Yes; and as a matter of fact all the railway companies practically are living on their third class passengers; their first and second classes do not pay any of them; they actually live on the third class passengers. For that, as a matter of fact simply, you have only to look at their returns. The better you treat those people the more they will travel.

Chairman.

554. Have you any other point that you wish to urge?—With regard to that particular matter, do you mean?

555. No, as regards any question?—I do not think I have mentioned that there are two other churches which are assisting to look after these people who have to wait about, viz., St. Katherine Coleman, Fenchurch Street, and All Hallows, Barking, near the Tower. I do not think there is anything more I have to say.

Mr. *Galloway.*

556. You talked about the railway companies making all their profit out of third class passengers; that was the expression you used, I think?—The bulk of it.

557. Have you ever had any experience of railway management?—As a manager, no.

558. I mean in any other way connected with a railway company. I want to know how you got your information?—I get the information of course from their balance sheets and returns, and by watching the trains.

559. Let us take one thing at a time. First of all from their receipts and returns, you say?—That is one thing.

560. Could you explain to me how their receipts show the statement you have made, how you arrive at that, take any railway company, I do not mind which?—I have not got the figures before me now; but so far as my recollection goes, all of them show that their profits mainly come from third class passengers. That is my reading of them.

561. I am afraid it is a very inaccurate one. With regard to workmen, so far as I can gather from your answers to the Chairman, you have no suggestion to make as to how a workman or workwoman should be defined, have you; or have you any suggestion as to how a workman or workwoman should be defined?—No, I could not tell you; because a porter is as much entitled to this consideration as a bricklayer or labourer;

Mr. *Galloway*—continued.

labourer; so that how you are going exactly to work them, I do not know.

562. Then is your suggestion, do I correctly understand, that everybody should be allowed to travel by workmen's trains up to 9 o'clock?—Unless the company can find some way of selecting out the rich people that are not entitled to the advantages of this system.

563. We will assume that the railway companies cannot do that. You say, notwithstanding that, everybody ought to be allowed to travel by the trains?—I am not going to assume that the railway companies could not make a selection.

564. But you do not seem to be able to suggest how?—I do not know that it is for me to point it out to the railway company. I have no doubt they could find the means if they wanted to.

565. Have you given any time to the consideration of how they could do it?—No, I cannot say that I have followed out very closely how they are going to do it.

566. You merely just make a statement generally that you are quite sure they can do it, without any suggestion to give us?—I think they can. I think they are clever enough to do that if it was put upon them.

567. But you do not found that statement upon anything except the mere expression of opinion, no facts of any kind?—No, I cannot have any facts. I do not think it has been tried.

568. Have you any idea as to the number of passengers that are carried now and the number of trains that are run, say, into Liverpool Street, between 8 and 9 o'clock in the morning?—I have not got the figures before me now, of course, but I know they are very large indeed.

569. Are they as large as the line is capable of carrying?—I do not know for certain. But I do know this much, so far as it goes: that the Company object to there being any more railways in that district on the ground that they can do all the business.

570. That is not my question; their objection, I am afraid, has not had much weight, for there are plenty of other lines besides the Great Eastern within a very few yards of them. But have you any idea of the number of trains that actually run into Liverpool Street in the morning between 8 and 9 o'clock?—I have not got the numbers before me now, but I know they are very large.

571. Have you any idea as to whether any more trains could be run on the Great Eastern Railway lines between those hours?—I cannot tell you exactly, of course, how many more could be run, but I do know that the Great Eastern Railway Company object to any competition on the ground.

572. I am not talking of competition, I am talking of the number of trains that run over the line?—I understood you to ask me whether I thought they could run any more.

573. That has nothing to do with competition? I am coming to that in a moment; but they themselves say that they object to competition on the ground that they can send enough trains to carry all the traffic.

574. I am asking you about the number of trains which are run. I ask you a specific question as to whether you know whether between 8 and 9 o'clock they can run any more trains than they now run. What has that got to do with competition?—All I know is, that the company itself claims that they can do all the traffic.

575. Then, in short, you do not know?—Yes, I do; because we should like to have another railway there going out to the districts of Walthamstow and Epping Forest, but the Great Eastern Company have claimed that they can do all the work.

576. I suppose it is quite hopeless to try and get a "Yes" or "No" answer from you, but I should like to be successful if I could. I am not talking about competition; I am trying to find out whether you know whether they could run any more trains?—No, but you must excuse me,—I told you what they themselves say: that there is no occasion for competition because they can do all the work.

577. I am not asking what they said, or anything about competition; I was asking you whether you know; it would be out of order for me to ask you what they said: I am asking you as to your own knowledge?—I get my knowledge from the company, you see. I do not know if you could get any better.

578. I wish you would get it all from the Company,—it would be more accurate than it is. I suppose you will admit that if the cheap tickets were extended from 8 o'clock to 9 o'clock there would be more people who would travel between 8 and 9 o'clock than travel at the present time?—Apparently there would be these numbers that I have mentioned who come and wait.

579. Some 90,000 in the year, I think you said?—Yes, 93,000, nearly.

580. Is that allowing for the 5,000?—Yes, that is after deducting the 5,000.

581. With regard to those people, you say, and I am not disputing it in the least, that there are some who come and have to wait; but you say there are so many who come that they have to go and find shelter in various places; you suggest this church for one place, I understand?—And they built a building for them.

582. Have you any knowledge whether those people have travelled by train or not?—I do not know. I have not been to see them and ask them that; but it is understood that they all come by those trains coming in at Liverpool Street and that they are waiting to go to work.

583. I am to take it from you that you do not know whether they have come by rail or not?—I cannot say that I have followed it so closely as to be able to swear that they all come by train

584. Or whether any come by train?—I think you can fairly take their word for that.

585. But I understand you have not asked them?—I have asked some of them; I have not asked all that 92,000. of course. The Corporation have provided seats for them, I tell you, in Finsbury Circus Gardens, to give them an opportunity of sitting down.

586. How do you know that those you provide seats for in Finsbury Circus come by train?—The information that we relied upon as to who they

Mr. *Galloway*—continued.

they were came from our officers, who know them very well.

587. Your police officers?—We had a policeman at that time in the gardens. We do not have him now, but the beadle—the man who had charge there—knows.

588. He knows whether they have come by train or not?—He says so. I have no doubt he knows near enough. I do not think that question is in dispute at all, whether they come by train or not.

589. Have you any idea as to whether these workmen's trains pay or not?—I understand that they do pay.

590. You understand that they do?—Yes.

591. I am sorry I do not quite follow what your answer means; what do you understand?—That is the information you get from the companies, I believe: that they do pay but not very much.

592. Do you know whether these trains pay or not?—Of course, I have not got as good information as you can get from the officials of the companies; but this is what I do know: that since the Great Eastern Railway Company have taken up the question of the suburban traffic, which is mainly cheap traffic, they have paid dividends, which they never used to do.

593. Do you admit or have you considered the question whether running more workmen's trains would entail a loss to the railway companies or not, even if it were possible for them to be run?—I do not suppose it would be a loss to them.

594. Can you give me any reason why you think it would not?—No, except general knowledge.

595. Just general ideas?—Yes. You can get that from the officials definitely, no doubt.

596. With regard to your suggestion that girls should be carried up to 9 o'clock, what definition would you suggest of a girl. I understand you suggest they should be carried up to 9 o'clock?—I said, at least till then.

597. What definition do you suggest of a girl?—I do not think there would be much difficulty about it; because even if they carried a few who ought not to come, I do not think it would alter the matter; because evidently it is a great hardship that girls should have to come and wait about the streets for an hour, when besides the risk of waiting about in that way and the mischief they may get into, they would be much more usefully employed at home in looking after their own domestic affairs.

598. I was not thinking of their own affairs. I am asking you, how do you suggest that a girl should be defined, for the purposes of the Act?—I do not think there is any great difficulty; if the companies did carry one or two too many it would not much matter.

Captain *Norton.*

599. You mean to include any female?—Yes, we call them here women and girls.

Mr. *Galloway.*

600. Then you mean that any woman should be carried?—Practically. It was you asked me about girls. I said just now, women and girls.

Mr. *Galloway*—continued.

601. Do you think that all women and girls should be carried up to 9 o'clock?—Yes.

Mr. *Lough.*

602. You are pretty familiar with the occupation of people in the City?—Yes.

603. Do you happen to know whether there are many occupations in the City of workmen, including workwomen if you like, which begin after 8 o'clock, in the morning, where the work starts after 8 o'clock?—There are a great many of those occupations that do not commence till 9; there are some, as I stated at the commencement, no doubt, who do commence earlier, at 6, 7 and 8 o'clock.

604. But are there many of those occupations that do not commence till 9?—A very large number.

605. Can you mention to me some of these classes of work which do not commence till 9 o'clock?—I have not got our book here. No doubt when we took the day census we took the actual occupations.

606. You have been asked a question or two about the advantage that would arise from the trains being run to 9 o'clock; but are you aware of the provisions of the Act. The Act says that the trains shall be run from 6 o'clock in the evening till 8 in the morning?—Yes.

607. Do you think there is room for us to say that 8 o'clock in the morning means 8 o'clock for the starting of the train?—I do not know, but that is understood to be the latest hour at which the Board of Trade could require them to run in the morning.

608. I do not want you to use the word "run." Does it mean they shall start up to 8 o'clock?—They take it now "arrived," I suppose.

609. I will come to that in a moment about arriving; do not you think it would be an advantage if till 8 was interpreted to mean starting at 8?—It would be half an hour advantage at least.

610. It would be a great advantage?—Certainly.

611. Do you know that we have evidence that the last workman's train arrives Liverpool Street at 7.45 inwards; so that another half hour would be a great help?—Yes.

612. And do you know that the last workman's train outwards on the Great Eastern starts at 5.55?—Yes.

613. Then you think if the Act were interpreted to mean up to eight o'clock for starting the train, it would be a great help?—Yes, it would make half an hour's difference at least.

614. And that would be a great help?—Yes.

615. I will ask you another question or two about the Great Eastern Railway. You know that it gives the best service now of workmen's trains?—I understand so.

616. Do you know that it has improved it greatly during the last 10 or 15 years?—Yes.

617. I think you said—at least you hinted—that the progress of the railway itself appears to have developed just as it improved the service of workmen's trains?—The workmen and the suburban traffic generally, which is mostly third class.

618. At any rate, the improvement in the workmen's train service of recent years synchronises

Mr. *Lough*—continued.

nises with the development of the line?—Apparently.

619. As regards some stations on the line, you have heard of Enfield?—Yes.

620. Is it not chiefly inhabited by people who come in and out by workmen's trains?—Yes.

621. And practically the whole of the traffic, food, and coal, and everything else, is carried to Enfield by the Great Eastern Railway; it is a great city, you might say?—Yes, it is so.

622. At any rate, you know that the line has greatly improved and the stock has gone up?—Yes, evidently, as I say since they paid attention specially to the third class and the workmen's trains.

623. Do you happen to know anything about one or two other lines. Do you know the Midland, which comes into Moorgate Street?—Yes.

624. Does it give as good a service as the Great Eastern?—I believe not.

625. Or the Great Northern?—I have understood that the Great Eastern gives the best.

626. Would it help to relieve the difficulty in London, do you think, if the other lines gave as good a service as the Great Eastern?—I think they ought all to go up to 9 o'clock.

627. And they all ought to run, starting up to 8 o'clock.—Yes, that is better than nothing, but I prefer arriving at 9 o'clock.

628. Have you thought of what fares should be charged on the line; what fares work people can pay by these workmen's trains?—No, I have not gone into that particularly; but apparently they charge enough to make the line pay.

Mr. *Gerald Loder.*

629. Have you ever studied the service of the workmen's trains provided by the London and South Western Railway Company?—Not very particularly. I have gone into that, but not so particularly as some others, because my attention has not been called to them so much.

630. Do you know that the London and South Western Company, like the Great Eastern, has gone ahead in recent years?—Yes.

631. Do you put that down to the workmen's trains' service?—And the third class service.

632. Do not you think it had anything to do with any other causes?—I think the main reason of their great improvement has been the attention paid to the third class passengers, and the workmen's trains also.

633. I should be glad to have your opinion on that. Are you aware that the London and South Western Company provide workmen's trains running to Waterloo up to 8.40 in the morning?—Getting in there at 8.40?

634. Arriving inwards?—I have not had that before me.

635. You were not aware of that; that they have eight or ten trains after 8 o'clock arriving at Waterloo, the last being at 8.40; you were not aware of that?—No, I was not aware of that. But that, of course, comes very near what we are asking for, and they are doing that, you say?

636. I suppose you have studied the time-tables of the Metropolitan and District Railways?—Yes.

637. And you know that they have trains

Mr. *Gerald Loder*—continued.

after 8 o'clock?—I do not remember that they have them arriving much after 8 o'clock, if at all.

638. If you look at their time-tables you will see. You are Chairman of the Streets Committee of the Corporation of the City of London?—Yes.

639. Did you in that capacity give any evidence before the Royal Commission on London Traffic?—Yes.

640. Were you asked any questions on this point about workmen's trains?—I do not think so. I do not think they asked me any questions about workmen's trains at all. About tramways they did, but not about workmen's trains.

641. And you have not suggested in your evidence any way in which the congestion of traffic might be met by having more workmen's trains at cheaper fares?—I do not think so. I do not think anything was said about it at all by me.

642. Have you formed any opinion as to the mode of settling complaints against railway companies, in regard to their provision of workmen's trains?—No.

643. You are familiar, of course, with the process which is set out by the Act of 1883 now?—I know it, and it is understood to be complicated. I have thought nothing more of it than that it might be possible, if a new tribunal was set up with regard to the promotion of Railway Bills, as has been suggested, that tribunal might undertake this duty, for aught I know, with success.

644. But you have no suggestion to make as to how these questions might be settled?—No, I have no fresh suggestion. You heard me say that we leave a great many of these questions to the London County Council, as they represent so much larger a territory than the Corporation of London.

645. But, as Chairman of the Streets Committee of the Corporation, I should have liked to have had your suggestions, if you have any?—As to a tribunal, we have not thought of that for this purpose.

Captain *Norton.*

646. Are you aware that the last 2d. workmen's train on the Great Eastern Railway arrives at 6.47 a.m. in the city?—No, I thought it arrived later than that.

Mr. *Lough.*

647. That is the 2d. for any distance train?—I do not know. I thought they arrived later than that.

Captain *Norton.*

648. You referred to the practice now in vogue in America of allowing the tickets to be used at any time. Are you aware that if such a practice was in vogue in this country, it would be a great convenience to men doing jobs out of town in the building trade, especially during the summer?—Yes, it certainly would be an advantage, and it seems fair and reasonable, so fair and reasonable that the Supreme Court of the United States decided that it was the law of the land.

649. With regard to the class of people who work in the City, are you aware that a large

Captain *Norton*—continued.

number of printers, warehousemen, and others, do not start work till about 9 o'clock?—Yes, there are a great many that do not. We even have difficulties about that in clearing the dust in the morning, because they come so late.

650. Is it not the fact that the City is so well supplied with a service of omnibuses, and trams in connection with the omnibuses, that few of the crowds of people whom you state to be found in the City are likely to belong to any other class but railway travellers?—That is so.

651. Knowing as you do the class of people who are employed in the City, do you think that any but what we might designate as the working classes, that is, people earning under 3*l.* a week, would, many of them, be likely to take advantage of the workmen's trains, and come up and kick their heels about the City before going to their offices?—I do not think they would.

652. Do not you think that all females should be allowed to travel by these workmen's trains, without there being practically any loss to the company?—I think so. You mean up to 9 o'clock?

653. Do you think that any other females except those actually working in the City at a low rate of wages, certainly under 3*l.*, would be likely to come into the City of London prior to 9 o'clock?—No; it would be absurd to suppose that they would take a railway ride just for amusement. They come in because they have to go to work.

654. Do you know as a matter of fact that no railway companies object to anyone of any class travelling by these workmen's trains, if they choose to get up and go by them?—I do not know that they can. They certainly do not, because I have travelled by them myself.

Mr. *Galloway.*

655. As a workman?—They did not charge me any more when I asked for a ticket.

Captain *Norton.*

656. Are you not aware that the Chairman of the Great Eastern Railway Company, Lord Claud Hamilton, said that the workmen's trains were profitable?—I understood so.

657. At a meeting of the shareholders about the year 1892?—Yes, I understood that was the opinion, though I did not happen to hear that particular speech.

658. Do you argue that, if the statement made by the companies is correct, which I presume it is, that they have no more room, they could meet that difficulty by extending the time, that if they extended the time, it would, to some extent, make up for their want of room. They say they cannot run any more trains; they have come to their maximum?—That is what they say sometimes. At other times they say that they have got plenty of room, and there is no occasion for any other railway to compete with them.

659. Do not you think that if all the other railway companies serving London worked as and as generously as the Great Eastern and the London and South Western, many of what are now sparsely populated districts round London would be rapidly built up, and the

Captain *Norton*—continued.

pressure taken off those other railways to some extent, the Great Eastern and the London and South Western?—Yes, I quite agree; and I quite admit that the Great Eastern Company have done well for suburban traffic; and it has paid them to do so.

660. You have been asked whether there would not be some difficulty, or whether there was any method of differentiating between who was a working man, or woman, and who was not. Are you aware that that is done successfully in France, Germany, Belgium, and other countries?—No, I am not personally aware of that; but I have no doubt it could be done.

661. Are you not aware that they have a rule in France whereby a man who pays taxes up to a certain sum only can avail himself of one of these cheap tickets?—No, I am not personally aware of that.

662. What would you say to the suggestion that every man who was not liable to Income Tax duty should be allowed to avail himself of the privileges of a workman?—I suppose that would be one way of differentiating. But I do not know that there is any great difficulty at the present moment.

663. Are you aware that there are a large number of clerks, warehousemen, shop assistants and others, working in the City, whose wages are not nearly as high as those of a first class mechanic, for instance a compositor; nevertheless they complain that they are not allowed in some instances by certain railways to avail themselves of the privilege of travelling by workmen's trains?—I think they are as deserving as any other class of working people.

Mr. *Sheehan.*

664. You consider the question of the time limit a very important one?—Yes, especially with regard to that 9 o'clock hour in the City.

665. By the 9 o'clock limit you mean that the trains should arrive in the City at that hour?—Yes, or a few minutes before would not matter.

666. The question of the receipts has been gone into, and it has been suggested that if you extend the time limit the receipts may decrease in the ordinary way, in the time that prevails at present?—I have said, you know, that I do not think that could happen, because these 92,000 people would not pay any more.

667. But would you not consider that the fact of the extension of the time limit would induce a great number of working people to go further out away from their business than they can at the present time, and thereby be a means of increasing the passenger traffic?—Yes; and the people who walk probably would go by train if they got a cheaper fare. It has been found that cheap fares have done that.

668. And it has come within your knowledge that there is a considerable congestion of passenger traffic on the railways at the present time, and with the present time limit?—There is, so far as the City is concerned in the week-day, in the morning and evening.

669. Would not that be relieved by the extension of the time limit?—I should think so.

670. Then

Mr. *Sheehan*—continued.

670. Then as to the question of competition, you remarked that sometimes the railway companies contend that they can provide sufficient accommodation, and at other times they contend that they are not able to do so?—Yes, that is so. It has been suggested to me to-day that they are already doing all they can, and that they have not got room for more trains; but we find in the City that when the Corporation is supporting a proposal for a new railway out to Walthamstow and Epping Forest, and so on, this very company come and say they can do all the work and there is no occasion for any other railway at all.

671. Then it amounts to this: that when they want to serve their own purposes they say they have a sufficiency of accommodation?—Yes.

672. And when it is otherwise, they say that they have not?—I am afraid there is a good bit of human nature in that.

673. You have already said that you class shop assistants and warehousemen in the same category as labourers and artizans?—Yes, some of them are not paid as well as labourers, bricklayers or carpenters.

674. Then as to the question of providing a special building, I presume it was provided especially to accommodate those who came by the workmen's trains in the morning?—Yes, the clergyman was good enough to raise £1,800 by subscriptions, and he then built it on a portion of the churchyard, so he had not to pay for a site.

675. It has been suggested that others than those who travel by train may occupy this building, but I persume that before this building was erected full investigation was made as to the purposes for which it was required?—Yes, and, as I say, an allowance of 5,000 is made for some who would come to the church in any case.

676. You maintain that it is much better, especially in the case of girls, that they should be kept at home until the last moment in the morning?—Certainly; they would have more time to get their meals properly and do all their sewing and domestic affairs; they would have an hour to spare.

677. They would be better trained in home duties?—Yes, it would be much better for them than kicking their heels about the streets, which they did until this shelter was provided.

Mr. *Sheehan*—continued.

678. I daresay you will also be of opinion that the better-off class of people would not let people who would, in ordinary circumstances, avail themselves of the third-class compartments in the workmen's trains?—I do not think they would.

Mr. *Ure.*

679. Can you suggest any reason why 92,000 people should have taken refuge in the church between 8 and 9 o'clock in the morning, except that they were brought prematurely to the scene of labour?—There is no other reason. If they did not go into this church or building they must walk about the streets.

680. Nothing else would bring them there except being brought prematurely for their work?—No, they are not likely to come for curiosity.

681. Do you think that the larger bulk of those who would take advantage of the 8 to 9 o'clock trains would probably be shop assistants, clerks, and so forth?—That is so in the City, and what we call porters in the warehouse, and those sort of people, in places of business which do not open till 9 o'clock.

682. And you would not propose to exclude those from the trains if you could?—No, you could not very well; but I would not, in any case.

683. Do you think that the percentage of those who might take advantage illegitimately of workmen's trains would be so small as to be virtually disregarded?—I think so.

Sir *Thomas Wrightson.*

684. You could hardly expect to get a whole extra hour allowed by the railway companies, could you?—We should like to get the hour; but, if we could get some of it, it would be better than none at all.

685. To get the whole of the hour would bring it up to 9 o'clock?—Arriving at 9 o'clock.

686. But that would to some extent interfere with the better class of travellers whom they have already arranged for. Do not you think that half an hour would be a very great convenience?—Certainly it would be a great advantage, because it is not quite necessary for them to arrive up to 9 o'clock, inasmuch as they have a five minutes walk to their place of business; so that you are quite right,—half an hour would be a great advantage.

Wednesday, 13th July, 1904.

MEMBERS PRESENT:

Mr. Galloway.	Captain Norton.
Mr. Levy.	Mr. Peel.
Colonel Lockwood.	Mr. Matthew Ridley.
Mr. Gerald Loder.	Sir Harry Samuel.
Mr. Lough.	Sir Thomas Wrightson.
Mr. Nannetti.	Mr. Sheehan.

SIR THOMAS WRIGHTSON, BART., IN THE CHAIR.

Mr. GEORGE DEW, L.C.C., called in; and Examined.

Chairman.

687. You are a member of the London County Council?—Yes.

688. And a member of the Housing Committee?—Yes.

689. And you are Chairman of the Workmen's Trains Sub-committee of the London County Council?—Yes.

690. And are you also Secretary of the National Association for the Extension of Workmen's Trains, to which is affiliated various trades unions, trades councils and working men's clubs?—Yes.

691. When was this Association founded?—The Association was founded in 1896.

692. And as secretary of the Association you have had considerable experience in connection with the working of the Cheap Trains Act of 1883?—Yes, and this experience has shown that the Act of 1883 does not meet the present requirements of the working classes and should be amended. There has been no general legislation on this subject since 1883, when the Cheap Trains Act was passed, whereby the passenger duty was remitted on all fares not exceeding the rate of one penny a mile and a reduction of from five to two per cent. of the duty on first and second class fares in certified urban districts, on condition that all railway companies should provide sufficient workmen's trains for workmen going to and returning from their work, at such fares and at such times between 6 o'clock in the evening and 8 o'clock in the morning as may appear to the Board of Trade to be reasonable. The Act provides that if at any time the Board of Trade have reason to believe that sufficient workmen's trains are not provided on any railway, an enquiry may be made either by the Board or the Railway and Canal Commissioners, and should such deficiency be proved, an order may be made upon the railway company to provide such workmen's trains at such fares as appear to the Board or Commissioners, as the case may be, to be reasonable. If the company refuse to comply, the Board of Trade shall then issue a certificate calling upon the Commissioners of Inland Revenue to re-

Chairman—continued.

enforce the payment of the passenger duty. If the decision is arrived at by the Board of Trade, the railway company may within six months appeal to the Railway Commissioners; but their opponents have no such privilege. The main points upon which the Act has failed are as follows:—(1) It has not caused a sufficient service of workmen's trains to be provided upon all railways. (2) It has failed to fix reasonable fares to be charged to workmen, the fares charged by some companies being excessive and beyond the reach of ordinary workpeople. (3) The statutory hours named in the Act, namely, six o'clock in the evening and eight o'clock in the morning, do not meet the present requirements of the working classes, the hours of labour having considerably changed since 1883, the date when the Act was passed. In order to make my evidence clear to the Committee, I wish to take the various railway companies somewhat in detail. By an examination of the Board of Trade Returns for 1900 and 1903, it will be found that there is a great disparity in regard both to the number of workmen's trains run by the various companies, and an equally great disparity as to the fares charged. Whilst some of the railways give a fairly reasonable service, many others give a small service of workmen's trains which limits the opportunities of the working classes in choosing a place of residence, and leads to overcrowding in those few districts where there is a cheap and frequent service, whilst there is abundant undeveloped land which could be used to provide healthy homes for the working classes in many other districts. The want of a more equal means of transit to the outer suburbs of London and other large towns is one of the greatest difficulties in the way of solving the Housing Problem. In order to illustrate my case, I will take the number of workmen's trains running in the London District from the list as corrected by the London County Council. The number of workmen's trains run are as follows: The South-Eastern and Chatham Company run 133 workmen's trains per day; the Great Eastern, 112.

693. Is

Mr. *Lough.*

693. Is this the same Table that is already in?—It is in a different form. The Metropolitan District run 95; the London and South-Western, 86; the Metropolitan, 80; the City and South-London, 71; the London Brighton and South Coast, 70: the Central London, 51; the North London, 40; the Great Northern and City, 37; the Great Western, 33; the London, Tilbury, and Southend, 23; the London and North-Western, 17; the Great Northern, 14; the Midland only 5; the Great Central, none; and the City and Waterloo, none. It will be seen by this list that there are two companies which run no trains at all. It will also be noticed that the total number of trains run by three of the largest companies, viz.: the London and North-Western, the Great Northern, and the Midland, is only 36, whilst the South-Eastern and Chatham run 133, or nearly four times the number of these three companies; and the Great Eastern run 112, or more than three times as many workmen's trains as these three companies combined. It will also be noticed that the Great Western only run 33 workmen's trains. This unequal system has led to an unequal distribution of the population. We have overcrowding on the eastern side, whilst we have abundant room, but a small population of workers, in the north and north-western and some of the southern districts of London. It should also be noted that the three companies named, who give such a poor service, are the companies who derive such a large benefit from the remission of passenger duty. It is estimated that the annual remission of duty to the Midland, Great Northern, and North-Western Companies amounts to 272,336*l.* This should enable these companies to give a more generous service of workmen's trains. All efforts up to the present have failed to induce the Midland to give a better service; even the Board of Trade, who have been frequently appealed to, have been unable to get this company to comply with the Act. In 1890, the Midland was only running one workmen's train. In 1897 it ran two trains, and at present, as already stated, it only runs five workmen's trains. In my opinion, the Midland Company presents a strong case in favour of an amendment of the Act. In addition to legal claims there are also great moral claims upon the Midland Company. It was stated in evidence before the Royal Commission on Housing, in 1884, that this company had displaced about 5,000 persons of the working class, in order to make room for their railway and station in St. Pancras. It should also be mentioned that, as a result of the policy of the Midland Company, much of the land between St. Pancras and St. Albans, a distance of 20 miles, is mostly open fields; this company has 16 stations on its own line within 20 miles of St. Pancras, but workmen's trains are only run from 9 of these stations. Although this company has only 16 stations on its own line within 20 miles of the terminus, it works both the Tottenham and Hampstead and the Tottenham and Forest Gate joint lines. Taking these as part of the Midland working system, there are, within 20 miles, 30 stations. from only 22 of which are workmen's tickets issued. The five trains run by the

Mr. *Lough*—continued.

Midland are divided thus: From the Tottenham joint lines, 3 trains, and from the main line, 2 trains.

694. Have the Midland Company been approached and asked for new trains?—Oh, yes, frequently; and even now efforts are being made.

The Great Northern Company have a small service of workmen's trains, only 14 in number; the company have 8 stations within 20 miles of London from which no workmen's trains are run. My association have done their utmost to increase the service, but with poor results. Earlier trains are much needed on this railway.

The London and North Western Company have a limited service of trains for workmen; they have 24 stations within 20 miles of London, but only issue workmen's tickets from 14 inward and 14 outward. A larger service is much needed on this railway, and cheaper fares.

The North London Company have a fairly good service of workmen's trains; an earlier service is much needed, but we have been unable to obtain this under the Cheap Trains Act. The fares on the North London Railway are reasonable, viz.:—2*d.* return, and trains run up to 8 a.m.; but these favourable conditions are the result of a statutory obligation placed upon the Company by Parliament, and not the result of the Cheap Trains Act.

Mr. *Gerald Loder.*

695. In private Bills?—Yes, in local private Bills.

Mr. *Lough.*

696. What do you mean by saying that the trains are not early enough?—For instance, for men engaged in the postal service and the meat markets. We have had an application, which I am sorry to say failed, against the North London Railway; although in other respects I have nothing but good to say about the North London Company.

697. What did you ask them to do?—We asked them to give us earlier trains into London.

698. Earlier than what?—The earliest is after 5, about 5.41, I think.

Mr. *Gerald Loder.*

699. 5.41, I think?—Yes, we wanted a train to get in for the men engaged at the General Post Office have to be on duty at 5 o'clock in the morning, the great bulk of them. We wanted a train to get in early enough for those people to get to their work. I am sorry to say we were not able to get it.

The Great Eastern Company is frequently quoted as being the most liberal company in regard to workmen's trains and fares. It is a fact that this Company give the longest journey for 2*d.* return fare of any Company in London; but this fare is not the result of the Cheap Trains Act, but of an obligation placed upon them by Parliament; and these cheap fares only apply to a portion of their lines and only to early trains arriving in London before 7 a.m. This Company have 93 stations within 20 miles of London, and workmen's tickets are only issued from 39, leaving 54 stations

Mr. *Gerald Loder*—continued.

stations from which no workmen's tickets are issued, although it is only fair to state that in many of these cases a reduced fare ticket is issued. An order was made upon this company to run workmen's trains on their Palace Gates branch, but the company have refused to issue daily tickets. A weekly ticket must be purchased on Thursday or Friday (the time when the workman has least money), and this has done much to prevent workmen from residing on this branch of the company's railway.

Colonel *Lockwood.*

700. Is that Enfield way?—It runs up to Alexandra Palace from Seven Sisters. Then another point which causes this branch to be of little use to workmen is, that the earliest train run in the morning on this branch line does not arrive in London early enough for men engaged in the building and other trades. I think something a little before 7 is the earliest train—about 7.

701. On the Palace Gates line?—Yes. By the workmen's trains on that branch line the fare was fixed by the Railway and Canal Commissioners at 3d. for the return journey, as against the 2d. that prevails on the Enfield and Edmonton lines. On the London, Tilbury and Southend Railway, the workmen's trains service is not satisfactory. They have 18 stations within 20 miles of London, but only issue tickets from eight of them for the use of workmen. Overcrowding is bad on this line. The Board of Trade seem unable to interfere. I may say that we have some statistics with regard to the overcrowding on this line.

Mr. *Gerald Loder.*

702. We have had that?—Yes, showing that it is very heavy indeed. As regards the South-Eastern and Chatham, the service of workmen's trains on this line is fairly good, as the result of special clauses placed in the Companies' Acts. One clause fixes the fares on a portion of their system at 2*d.* return journey.

703. For how many miles is that?—That is any distance between Peckham Rye, Loughborough Junction, and the city. But the company have extended that fare, and anyone travelling any distance between Victoria and Ludgate Hill would travel for 2*d.* the return journey; that is a distance of a little over seven miles.

704. Out and back?—Yes, out and back, and further, the clause in the Act authorising the amalgamation of the two companies places them under the obligation to issue workmen's tickets, both to and from all stations within 20 miles of their terminal stations, by all trains up to 8 o'clock each morning; but, notwithstanding this clause, there are several stations from which no workmen's tickets are issued. The Board of Trade have been appealed to, with little or no result. There is one matter I wish to mention in connection with this line. It is supposed they are under statutory obligation to issue 2d. workmen's tickets between Peckham Rye, a distance of a little over four miles—and the City, and at present they are charging a fare of 4d. per day return journey, which is 2s. a week, instead of

Mr. *Gerald Loder*—continued.

1s. a week, which seems a high charge for the distance.

Mr. *Lough.*

705. How does that agree with what you have said, that they carry seven miles for 2d.?—That is on the other portion. On what is called the Metropolitan Extension section, between Ludgate Hill and Victoria, we have got a cheap fare. We also, if you remember, because you took some interest in it on that Amalgamation Bill, got 2d. return to Herne Hill.

Chairman.

706. You say that there is an obligation to issue workmen's tickets to and from all stations within 20 miles. Is there any fare fixed for that 20 miles?—No, that is one of the weaknesses of that clause. The clause as it stands, so far as regards the obligation to issue workmen's tickets, is the most extensive clause yet put into an Act of Parliament, inasmuch as it takes the complete 20 miles from the terminal stations and says that workmen's tickets must be issued both to and from every station within that 20 miles up to 8 o'clock.

707. But no fare is fixed?—No, the fares are not fixed.

Mr. *Lough.*

708. What Act is that?—The Amalgamation Act.

The City and South-London, that is, the Tube Railway that runs from Clapham Common up to the Angel, and which will eventually connect up with the Great Northern and the London and North-Western stations in the north, issue workmen's tickets by all trains departing. I wish to lay some emphasis upon that; from any station up to 8 a.m. and they have a clause in their Act to that effect. It is one of the most advanced departures we have yet got from a railway company; that is to say, whereas an ordinary company takes the hour at which the train arrives in the city to be 8 o'clock, this company issues workmen's tickets right up to the time of departure, 8 o'clock.

The London, Brighton, and South Coast Company have 58 stations within 20 miles of London, and run workmen's trains from 43, leaving 15 from which there is no workmen's service. The fares charged are rather high, but the company permit the return journey to be made at any hour on the date of issue of the ticket.

709. Is not that general?—No.

The London and South-Western Company have a fairly good service of workmen's trains both to and from London, but the fares are in many instances high and beyond the reach of ordinary workmen.

The Great Western has by no means a liberal service of workmen's trains. There are 17 stations on this company's line within the 20 mile limit of London, from seven of which no workmen's trains are run. An outward service of workmen's trains is also required. It is estimated that this company benefits to the extent of 135,000*l.* per year, by the remission of

passenger

Mr. *Lough*—continued.

passenger duty; this should enable them to provide a better service of workmen's trains.

My Association have had many complaints from provincial towns as to the bad service of workmen's trains and excessive fares. A case was taken before the Railway and Canal Commissioners from Wales, which showed a bad state of affairs, but no order was made by the Commissioners. I may explain that that was a case on behalf of a large number of colliers who were living in one district which was terribly overcrowded; in fact they were sleeping two in a bed, and two men slept by day and two by night, that was four men used the same bed, taking the 24 hours, so bad was the housing accommodation.

Colonel *Lockwood.*

710. Is that in the Rhondda Valley?—In the Rhondda Valley. A few miles distant, at Barry, there were plenty of houses and ample accommodation; but because we could not prove (and that is one of the weaknesses of the Act) that there were a number of men living at Barry that wanted workmen's trains, these poor fellows had to go on in this overcrowded place, and we could not get the relief we wanted.

711. Was that the Great Western Railway Company?—No, the Barry Railway Company. As regards Glasgow, I have received complaints stating that the trains in which the workmen in this town have to travel (I hope you will excuse the way I put this; I have put it almost as the workmen put it to me) are the most Noah's Ark kind of carriages on wheels. The Secretary of the Trades Council states that the carriages are the dirtiest unpainted rubbish to be found; many of them have no windows, and most of them no straps, and no lamps, and the rain enters through the lamp holes and doors, which make many of the carriages unfit to travel in.

Mr. *Lough.*

712. What company are you referring to?—I think it is the two companies, the North British and the Caledonian. I will hand you in the original paper with regard to that, as filled in and sent to me.

Colonel *Lockwood.*

713. No windows, did you say?—Yes, I hope the Committee will take evidence from some of these large towns.

Now I come to the summary. I want to summarise the reasons why, in my opinion, the Act has failed to provide a general service of workmen's trains. It has been held both by the Board of Trade and the Railway Commissioners, that the Act does not make any provisions for a minimum service of workmen's trains, and no order for workmen's fares can be made unless a large number of workmen are proved to want such trains. This makes it a matter of impossibility to open up new districts for housing, as the workmen are required to get to the district in considerable numbers before any means of transit is provided. The Act should be so amended as to provide a minimum workmen's trains' service first, and the workmen would soon follow.

Colonel *Lockwood*—continued.

The Act of 1883 has failed to fix reasonable fares for workmen's trains. The Act states that workmen's trains are to be provided at reasonable fares. The Act has failed in this respect, as some companies charge fares several times greater than that charged by other companies. A workman residing in one district will have to pay from 3s. to 4s. per week more than is charged to his fellow workman in another district, and no reasonable or uniform system of fares has been provided under the Act of 1883. The most reasonable fares which have been fixed for workmen are those which have been fixed by Parliament in the Acts of some of the companies. In all cases where the fare has been fixed by an obligation or clause in a railway company's Act, the fare has been fixed at one penny for a single journey, or twopence for a return journey, making the workman's fare one shilling per week. The cheap fares on the Great Eastern, the North-London, the South-Eastern and Chatham, the Metropolitan, the Metropolitan District, and on some of the new tube railways, are all the result of special clauses, which clearly show what is the opinion of the Legislature in regard to the fare, which a workman can afford to pay. In regard to the hour after which a workman may return, the Act of 1883 fixes six o'clock for the return journey. This provision is quite out of date; the hour at which men leave work is much earlier than it was when the Act was passed. The railway companies have recognised this fact, and most of them allow a workman to return after 12 noon, and a few companies allow the return at any hour of the day; yet there are still some districts, especially in the north, where arbitrary conditions are fixed. I would strongly urge that the return should be allowed at any hour on the date on which the ticket is issued. It is possible under the 1883 Act for a railway company to refuse to allow a workman to return before 6 p.m., and it is not long since that on one of the largest London railways, the manager threatened me that he should enforce the Act in this respect. I told him that if he took any such retrograde step, it would be a good thing from my point of view, and would bring about what was so much desired, a speedy amendment of the Cheap Trains' Act. I am glad to state that the threat was withdrawn, or it might have led to a serious trouble.

The Act provides for workmen's trains to be run after 6 o'clock in the evening. All the railway companies, as far as my information goes, have declined absolutely to issue workmen's tickets to workmen by the evening trains. For instance there are a large number of men engaged in the printing trade, also people who have to go up to their employment in connection with theatres, and attend to various duties in the evening in the inner part of London, who have to pay full fares if they go by train, because the railway companies refuse to issue workmen's tickets after 6 o'clock in the evening, when the Act definitely says tickets shall be issued from 6 p.m. in the evening to 8 in the morning. I would suggest that the Act should be amended so as to provide definite fares for definite distances, and other reforms, either as suggested by Mr. Harper, or in

Colonel *Lockwood*—continued.

accordance with the Bill introduced last session by Captain Norton. I may say the Bill introduced by Captain Norton is practically the Bill of the Workmen's Trains' Association, a Bill which has been many times approved by the Trade Union Congress, representing the whole organised workers of the kingdom. That Bill slightly differs from Mr. Harper's suggestions, inasmuch as it fixes three zones the same as Mr. Harper does, but the Bill of Captain Norton fixes the first zone at 12 miles for the 2*d.* return journey; the next zone is 16 miles for 3*d.*, and the last or third zone is 24 miles for 4*d.*; whereas Mr. Harper equalizes those zones, he takes ten miles for 2*d.* return as the first zone, then 15 miles for 3*d.*, and 20 miles for 4*d.* The reason why we fixed the twelve miles as against the ten is this. Anyone in the ordinary way of arithmetic would say you have not made an equal arrangement in working out the zones for your Bill, but a large number of workmen in London have working agreements or understandings with their employers and the rates of wages in many of the trades and working conditions prevail over what is known as a 12-mile radius from Charing Cross; and it was with a view to cover this working radius that we fixed the first 12 mile zone.

Mr. *Lough.*

714. Do you mean to say that the same trade union rates prevail?—In several trades.

715. In most trades?—Yes, in most trades the agreement to work for the employer under certain given rules generally comprises a radius from a centre, and that centre is nearly always Charing Cross; and in many trades that radius is a 12 mile radius. But there was another reason. The Great Eastern Company is now running, at the fare fixed by statutory obligation, a distance of $10\frac{3}{4}$ miles into London, that is, coming from Edmonton or Enfield into London, and $10\frac{3}{4}$ miles out. We thought that in fixing a distance for a fare by the Bill, we should not do anything worse than the Great Eastern Company are already doing. We also find that in Glasgow on two railways they run 12 miles for 2*d.* the return journey.

716. Which railways?—The North British and the Caledonian, I believe. I will give you copies of the Bill in a moment. That was the reason why we fixed 12 miles. I simply explain that, because we may appear to be a little bit extreme or extravagant on that 12 miles. Otherwise we absolutely agree with Mr. Harper's suggestions on behalf of the London County Council. I have a further suggestion to make, and I make this in the name of my association, which represents the whole of the labour of the kingdom. It is a very important suggestion which we think might help in any amendment that you may bring about in the Cheap Trains' Act.

717. Will you hand in a copy of Captain Norton's Bill?—I will (*handing in the same, together with a draft Bill of the National Association for the Extension of Workmen's Trains*). As I say, I am authorised by my

Mr. *Lough*—continued.

association to make this suggestion, namely, that you should consider in any amendment of the Act whether it is not advisable to completely abandon the duty on railway fares, as this duty must hamper the companies, and its removal may enable them to more readily meet the wants of the public. There is a general feeling that a tax upon locomotion is now out of date.

Mr. *Gerald Loder.*

718. What are you quoting from?—I am quoting the instruction given to me by my own association, to ask this Committee in any suggested amendment of the Act to consider the advisability of removing the remaining portion of the duty now imposed on railway fares.

Chairman.

719. On all railways?—On all railways. Our feeling is that it is very irksome to take this duty from the companies. It must cost the Inland Revenue a great deal of money to collect it. They have to send a staff of officers to the office of each railway company to check their accounts, because now it is a very intricate matter. It is only on certain fares that the duty is charged, that is on first class and second class fares outside the certified urban districts; and when I touch upon that matter of an urban district I think that a more liberal interpretation of what is meant by an urban district in dealing with this fare ought to be adopted. At present, the Inland Revenue people say, that a district is not an urban district unless you can prove an absolute continuance of building, house to house; and when there comes a slight break, as there often does in getting out to some of the outer suburbs of London, to places like Epsom, such places as that are not certified as urban districts, and the companies to-day have to pay duty on their first class and second class fares from those districts. The cost of collection, the trouble and expense of having to keep accounts to show the fares which are above a penny a mile and the fares which are outside an urban district, must entail a great deal of labour and a great deal of staff, while the amount I believe only comes to something like £300,000; and I think the Government can be generous when it likes; it has been generous to many classes of people, especially lately, and I see no reason why it should not be generous here too.

Sir *Gerald Loder.*

720. Your objection in having the duty abolished is not to be generous to the railway companies?—No. It is to enable them to be more generous to the public. The public to-day have to pay that duty; the company does not pay it.

Mr. *Lough.*

721. But of course you know that does not apply to workmen's fares?—Yes, I am only making the suggestion in dealing with an amendment of the Act.

Chairman.

722. I do not think we need go into that?—*But the Act entirely turns upon the remission of the passenger duty, and the penalty in connection with the Act is always the reimposition of the duty?*—I am desired further to ask—I do not know what course the Committee intend to take in regard to receiving evidence from the railway companies, but we do trust, especially with regard to those three companies that I have mentioned, or four companies, that are so bad or give so little service—that you will ask them to come and take this chair, and explain why it is they are giving such a small service of trains. Our difficulty in London to-day is greatly aggravated owing to some of the companies not carrying out what might be called the reasonable duty imposed upon them by the Cheap Trains' Act. We have down in the district represented by the worthy Chairman of this Committee, Colonel Bowles, an overcrowded population, a far greater population than ever ought to have gone into that district. That population has been attracted there owing to the very cheap fare. If we had had an equally cheap fare into all the other suburbs of London, we should possibly have equalised the populations. We should not have burdened one railway, company too much, and we should not have given an opportunity to people to extort rents and values for land that really never ought to have belonged to that land, to turn what are practically marsh places, hardly fit to erect houses on, into very valuable property, simply because there was a cheap means of travelling into the one district, which has caused thousands of working-class dwellings to be erected there, and to draw a large working-class population there, instead of giving an equal opportunity to go into any district of London, thereby equalising the population, which, I believe, would have equalised the rents charged to the people. I speak as one who has given a great deal of time, not only to the question of transit, but to the allied question of housing, and, as a member for some years of the Housing Committee of the London County Council, I feel this matter very keenly indeed; and I do trust that such a recommendation may come from your Committee as will give an equal opportunity to each of the outer suburbs right round London, and other large towns. If you only do that, it will be one of the best steps towards the better housing of the people that has ever been taken by Parliament.

723. And you think that those areas would best be represented by those four companies, that is to say, the Midland, the Great Northern, the London and North-Western, and, I think, the London, Tilbury and Southend?—The Midland, the Great Northern, and the London and North-Western; and then the Great Western have done very little until quite recently; they are now beginning to do a little more, but I think that is more the result of competition by the electric trams. Then there is the Great Central, which somehow or other was allowed to make a bargain that in running their trains over the lines of another company they will not pick up or ca ry any workmen passengers. I think the

Chairman—continued.

Great Central, with a great big station in Marylebone, ought to do its share towards carrying the working population of London. It runs through a district where there is abundance of land for housing purposes, and I think the Great Central Company ought in some way to be brought to do its share towards carrying the people. The City and Waterloo Company, too, gives no workmen's trains at all. There are numbers of people who arrive at Waterloo by the South-Western Railway, which is a very liberal company with regard to the number of trains, though the fares I am sorry to say are rather heavy on that line, but the number of trains is very good—but when you land at Waterloo you are still at some distance from the city; numbers of workmen land now at Waterloo Station and want to get to the city, and if there were cheap workmen's trains running through that tube it would be a very great help indeed to city workers to get through that way to their employment. I would strongly suggest that you should bring these companies, who are doing so little, into this chair, and ask them if they cannot see their way to do more than they do to-day.

724. Does that tube belong to the London and South-Western Company?—I think it is a separate company.

725. What is the fare on it?—I think it is 2d. single, and 3d. return, speaking now from memory.

726. And are there no workmen's trains?—There are no workmen's trains.

727. But how far does it go out into the country?—Its terminus at one end is Waterloo Station, it has entrances right up into the station, and its City terminal is the Mansion House. It is simply a necessary connecting link to bring the people from the South-Western Station into the city.

728. Then it cannot be described as a line which would bring people from the outskirts of London in to their work?—Only in so far as the South-Western run out into the very far away outer districts, if the workmen could pass from the South-Western trains over to the City and Waterloo it would complete their journey from the suburbs into the very heart of the city, where so many of them want to go.

Mr. *Peel.*

729. When you say that there are no workmen's trains on the City and Waterloo Railway you mean that there is no return fare for 2*d.*?—Yes, there is no reduced fare whatever.

730. Twopence is what you have asked for as the return fare up to 12 miles?—Yes.

731. Whereas the cheapest fare is 3*d.* return on that railway?—Yes.

Mr. *Gerald Loder.*

732. But then it is a flat fare; it is 2*d.* for any distance?—It has only got two stations, Waterloo and the Mansion House.

Chairman.

733. It is only a local train; it is not to bring

Chairman—continued.

people from all parts to their work?—May I say, with all submission, that it gets a remission of the passenger duty. It takes its benefit under the Cheap Trains, Act of the remission of the passenger duty.

Mr. *Peel.*

734. Would a 2*d.* return fare satisfy you?—It would be helpful; and it would be a very remunerative affair, I should say, to the company, because it would cause a large number of people to go through that way. I do not say that it would satisfy us because it is a heavy fare for that short distance.

Mr. *Nannetti.*

735. Is it not a continuation from Waterloo?—Yes.

736. Would it not take the people on who came from the country if the fare was cheap?—Yes, it would. What would be the best thing would be an arrangement with the Company to issue tickets which would permit the run on into the city.

Mr. *Peel.*

737. Do you mean that there are not a sufficient number of these trains, apart from the fare, between 6 o'clock in the evening and 8 o'clock in the morning on the City and Waterloo line?—I cannot say in regard to that. As there is no workmen's service there I have not gone into the times of the trains. I think Mr. Harper gave you those figures as to the number of trains and the times at which they ran. (*A paper was handed to the witness*). I have the figures before me now. The earliest train I find on the City and Waterloo commences at 7.30 in the morning. You see that is not early enough. There are large numbers of men engaged in the building and engineering trades who have to reach their work, some at 6 and some at 6.30 in the morning, who certainly would want a much earlier train than one at 7.30.

Mr. *Lough.*

738. Why did you not get that put into their Act?—That Act was passed a long time ago before we began to notice these things. I am glad to say that to-day there is hardly an Act goes through this House but what is watched, and we endeavour to get what we can to make up for the weakness of the Cheap Trains' Act.

739. It seemed to the Chairman and to some of us, a little away from the point when you asked that the passenger duty should be remitted; but is this what you mean: that in return for the companies giving all these facilities that you have asked for, you would recommend the Committee to recommend Parliament to do away with the remainder of the passenger duty?—I say that it would enable them to do all that we ask, and to meet future requirements; but I maintain that even now they have got quite an ample remission of duty to give all I have asked for.

Chairman.

740. You can hardly go into that question because there are many of these railway companies which really contribute nothing towards workmen's trains?—But I take it that in return for an absolutely complete remission you would make the obligation more strict.

741. But you cannot make any obligation upon country lines; they have no workmen's trains, necessarily?—But there are very few local companies to-day like that; there may be one or two, I think, down in Wales.

742. There are many?—But they nearly all belong to the great trunk lines now; they are all linked up.

743. But there are many of their district lines on which it would never pay them to run workmen's trains?—But where there is a very small number of workmen that want to travel we would not ask for special workmen's trains, but we would say, issue workmen's tickets to the few workmen that want to travel by the line That would meet that difficulty. In many places there are plenty of trains running, but a cheap ticket is not given to enable the workman to travel by those trains.

744. You stated that the reduction of the duty from 5 to 2 per cent. in the Act of 1883 was on condition that the railway companies should provide sufficient workmen's trains?—Yes, that has been absolutely admitted and taken into consideration in cases before the Railway and Canal Commission.

745. You know that there are two views with regard to that?—I know there are, but there is only one view taken by the Railway and Canal Commission, who are the highest authority administering that Act. I have taken part in nearly all the cases which have come before the Commission, and I know Mr. Justice Wright and his fellow Commissioners were quite emphatic upon that point; and again, the very wording of the Act itself implies it, because the penalty imposed by that Act for refusing to comply with an Order is the reimposing of the passenger duty. The only weakness of that Act is that it says the companies "may" do so and so; we want the word "shall" put in; we want something more definite. And the Act does not provide for the fares; it says, at such fares and at such times as appear to be reasonable, which has led one company to give for 2*d.* a-day what another company will charge 6*d.* or 8*d.* per day.

Mr. *Lough.*

746. But the 2*d.* fare was settled before that Act was passed?—May I take that 2*d.* then on the Great Eastern line? That only applies to one or two trains on the Great Eastern, but the company have found it to their advantage to meet the requirements of the population by extending that 2*d.* fare to all trains up to 7 o'clock in the morning from Walthamstow and Edmonton and Enfield.

747. Can you mention any case in which a 2*d.* fare has been given, owing to the Act of 1883, for 11 miles or more than 10 miles?—No, the Act of 1883 has never defined the fare at all except where we have had a legal decision.

748. The

Mr. *Gerald Loder.*

748. The Honourable Member's question was, has that fare ever been obtained owin g to the Act?—The lowest fare which has been obtained owing to the Act, where the fare has been adjusted, has been from Edmonton and Enfield, where the Railway and Canal Commissioners fixed a 3*d.* fare. That was a legal fare fixed under that Act. On the Palace Gates branch we also got a similar fare of 3*d.* fixed on the Great Eastern. And again, on the Great Northern, from Wood Green to the city, we got the fare reduced there, I think, from 3½*d.* to 3*d.*, a reduction of a half-penny.

Mr. *Lough.*

749. But can you mention any authority for the fare which you have asked the Committee to fix; you have asked them to fix 2*d.* for 12 miles or even 10 miles; can you point to any Act except this special Act of the Great Eastern Railway of 1862?—There is the North London Act.

Chairman.

750. And you mentioned a Scotch line also?—That is given gratuitously.

751. Not under Act of Parliament?—No, not under compulsion, but my point in suggesting a cheap fare for 12 or 10 miles is that whenever Parliament has fixed a fare irrespective of distance, it has generally taken the entire length of the journey for that sum. It has taken the length of the tube railway, and fixed that fare in all cases uniformly at 1*d.* single or 2*d.* return, showing that is absolutely the mind of Parliament what the workmen should pay.

752. On the tube railways?—Yes; and on the North London, the same thing.

Mr. *Lough.*

753. What is the longest length you can give us?—Next to the Great Eastern, over a portion of the North London Railway, I think they get 8¼ miles.

Mr. *Gerald Loder.*

754. 6½ miles?—Yes, and 8¼ miles.

755. On a tube railway?—No, the Chatham and Dover is over 7 miles for 2*d.*; I think a little over 7 miles. You will find that on the Metropolitan, a 2*d.* return fare was fixed by legal obligation for a distance of 7¾ miles.

Chairman.

756. Then the fault you find with the Act is, that it has not given you a sufficient service of workmen's trains on all railways?—That is so.

757. That it has failed to fix reasonable fares to be charged?—That is so.

758. The fares charged by some of the companies being out of proportion to those charged by other companies?—Yes.

759. And that the times at which the trains run are not sufficiently convenient for the working classes?—That is so.

Mr. *Gerald Loder.*

760. When you say the Act has not given you a sufficient number of workmen's trains on some railways, do you mean that it has not given you a sufficient number of trains for the existing number of workmen that travel; or that it has not given you a sufficient number of trains to develop a particular district?—It has neither given a sufficient number of trains for the workmen who desire to travel, nor yet a sufficient number of trains to enable the district to develop. In both cases it has failed.

761. Can you give us any evidence as to the number of workmen who desire to travel on these lines where there are not sufficient trains?—We have tried numbers of cases at the Board of Trade and before the Railway and Canal Commission where we wanted additional trains, and have been unable to get them.

762. That rather showing, therefore, that they were not required?—The difficulty is, that under the Act of 1883 it has been held by the Railway and Canal Commission (I do not know whether that is the view they have taken on the Act, there is nothing in the Act to say they should take that view) that unless you can shew that there is a considerable number, say at least 100 people, who want a train from a particular station, they decline to order a train to be put on; both the Board of Trade and the Railway Commission have taken that view. That has made it absolutely impossible to get trains from some districts. If once the train was put on, the district would soon grow, and with it the number of people using the train. We say any amendment should provide for at least a minimum service for the people of any district, or, failing that, the suggestion of Mr. Lough, that workmen's tickets should be issued by the trains that are running.

763. Then your idea is that the railway companies should provide trains for districts where workmen are not in any sense crowded now, but where they would be likely, in your opinion, to become populous; and there would be a large population of the working classes if trains were run?—Quite so.

764. In other words, it is the duty of the railway companies, according to you, to to develop undeveloped districts, whether it is to their interest or not, but to provide at least the minimum service under the Act of 1883?—Yes.

765. And I take it also, that they are to do this irrespective of the requirements of all other classes of passengers?—I think they always take care of the different classes of passengers.

766. One of the requirements that you are asking for is, that these trains shall be extended to, I think, 9 o'clock; Mr. Sharper said do you endorse that?—The way I put it meets almost the same view. I say you should give workmen's tickets by every train leaving any station up to 8 o'clock in the morning within 20 miles of London; that would mean that a man living, say, 20 miles out, would get into the centre of London by half-past 8 or a quarter to 9.

767. There is another question that I want to ask you, and it is this. Do not you think that one of the reasons why workmen are not travelling so frequently on these lines that you have mentioned is that the termini in London do not land them so close to their work as places like Liverpool Street and stations in the south and east of London. A man landing, say,

Mr. *Gerald Loder*—continued.

say, at Paddington, is not likely to be so near his work as a man landing at Liverpool Street?—That is why we want cheap fares, as many have to come in by one train and then take a ticket and be off again by another. Many workmen have to pay for two workmen's tickets a day to get to their work. A man will come in to Paddington and get through on the District Railway but he has to take two workmen's tickets.

768. But my point is this; and surely you must admit it, that you cannot make the large body of workmen who want to work in the east of London live out at Acton or Ealing?—There is no reason why they should not. The Great Western trains will go right through to the Mansion House and Aldgate.

769. They are much more likely to live on the Great Eastern line or the London, Tilbury and Southend?—I can assure you that to such an extent is the population being crowded in that district that you would have my utmost sympathy if you tried to travel down by one of their trains this evening. You would have an experience that would astonish you. I do not want to carry the population further out in that district.

770. I want to ask you another question. The Cheap Trains' Act, 1883, does not define a workman at all, does it?—No.

771. Have you ever formed any opinion as to how a workman should be defined for the purposes of that Act?—No. I say that every person who has to rise early to get to his work leaving by a train up to 8 o'clock in the morning, is a workman.

772. Irrespective of what he is earning or his means?—Yes, there are so few earning large salaries who would travel at that time. And may I say further, that the majority of the railway companies have never drawn any distinction, although they book right up to 8 o'clock.

773. Surely, you must admit that if the railway companies extended the time to 9 o'clock a large number of people would travel with workmen's tickets, with facilities given to workmen, for whom the Act was not originally intended?—I do not think so. I think those who could afford to pay for their own comfort and convenience, would still be, as they are now, season ticket holders, so as to travel in greater comfort. I remember Mr. Willis, when the amalgamation of the South Eastern and Chatham Railways took place, who represented the Company at that time, said he would not attempt to define a workman; it would be too much trouble and difficulty in booking; he used the common expression—let them all come if they like.

774. Have you ever heard complaints on the part of railway companies that workmen's tickets are used now by people who are not considered by them genuine workmen; by that I mean those who cannot afford more than the very cheapest fares?—I always hear that complaint; I even hear it in connection with our London County Council trams, where we run them up to 8 in the morning.

775. There is some substance in it?—No, I think not. The cases are so few that they are not worth troubling about.

776. But if you extended the period, a great many more of that class would travel by the workmen's trains?—I do not think so. Then I want you to bear in mind that the hour of starting work in many trades has got much later than it used to be. I heard Mr. Morton speaking of one clergyman who had opened his church to accommodate the people who come by the early trains.

777. I want to ask you one question with regard to the abolition of the railway passenger duty. When you say that the remission of the whole duty would repay the railway companies for all the different further advantages which you have asked for, would you kindly tell us upon what you base that statement; have you made any study of the accounts of any single railway company which would enable you to say how much any of those concessions would cost?—No; so far as we have got evidence up to the present, it is profitable even now to run workmen's trains.

778. What is the evidence you have to draw that?—No doubt, if the duty was completely removed all classes of travellers would get some further benefit. I think it is a mistake to tax the people that travel. One of the most humanising influences we have to-day is the means of communication, to take one person to meet another

779. But you held out great hopes that you would be able to tell us how much this would cost the railway companies; because you told us that the whole that the railway companies would make would be roughly 350,000*l.* a year; therefore, I took it that you had made some calculation upon which you based that?—No, I only said that the amount of duty that the State draws to-day was something like 300,000*l.*, and that the worry and trouble of collecting, the nuisance to the railway companies having to keep accounts just for that purpose and having men engaged in checking and auditing those accounts, the cost, the annoyance, and the worry, is hardly worth doing, and it must be a costly matter.

Sir *Harry Samuel.*

780. I gather from your evidence that the two chief faults that you have to find are much the same as the other witnesses we have had before us, the time of departure and arrival of trains and the question of overcrowding?—And the fares.

781. Do not you rather think that when you complain of the inequality in the number of workmen's trains, it is accounted for by the demand in each place?—No, because the fact of not giving cheap workmen's fares has kept the demand right away, that is my point. My strongest point in all my evidence is that certain districts have been shut right away from the workpeople.

782. And you say that is on account of the definition of the Act by the Board of Trade and the Railway and Canal Commission?—The Board

Sir *Harry Samuel*—continued.

Board of Trade seem to be powerless to interfere and to order trains to be run.

783. Therefore you think that the Act ought to be altered?—I do, and made far more compulsory than it is to-day in regard to providing a reasonable minimum service into every district.

784. I want to put this to you as one who knows something of a most unfortunately crowded district in London and the difficulties in getting there. You said that you think (and I disagree with you) that working men working in the east of London would be content to go and live on the Great Western line and arrive at Paddington?—Yes, or on the Midland.

785. I must take your evidence and what you say, but my experience is absolutely to the contrary?—May I take the ordinary employment of the majority of the workers of London? The great bulk of the working men of London are engaged in one or two main trades. For instance, the largest bulk of workmen in London would be engaged in the building trade; there are more men engaged in the building industry than any other industry in London. All that a building trade worker wants in regard to his place of residence is, to get on to a line which will bring him into the central part of London. From there he will go out again if it is necessary to his place of employment.

Chairman.

786. With some regard to time?—If every company gave the same opportunity of bringing him in at a reasonable time into the centre of London, there would be a more equal distribution of that class of workman. Or take the large number of people engaged in the printing trade: the bulk of the printing is located right in the centre of London. It does not matter a straw to the man in the printing trade which line he goes out to live on, provided he has an equal opportunity to travel over that line back to the centre of London.

Sir *Harry Samuel.*

787. You are taking the case of a peripatetic labourer, it seems to me, not a man with a permanent engagement in one particular firm?—But there are very few men with permanent employment to-day, as there used to be. Take a man in the building trade working in Westminster to-day on a job lasting two months; that job finishes and his next job is over against Liverpool Street.

788. I grant you it is so in the building trade; but is it a fair example to take that trade?—Then take the printing trade again. That is always absolutely in the centre of London, so that all these railways would practically serve it; you know the Great Northern, the London and North Western and the Midland have all got running powers into the city over the widened lines of the Metropolitan, and the Great Western can do the same if they like.

789. One question with regard to overcrowding. The one thing that we sitting here have to consider, quite as much as anything else, is the question of the safety of the travelling public. You want more trains run as the only way of getting rid of the overcrowding, I suppose. Do you consider from your knowledge, if you have any knowledge of railway matters, that on certain lines which are so overcrowded it would be safe to run more trains. Take the Great Eastern, for example?—I can only give you the same answer that Mr. Morton gave the other day. I know that when a new company wanted to get power to run a tube to Walthamstow, the Great Eastern Company said: "We can carry all the people; we have plenty of accommodation."

790. I do not want what they say; I want your own evidence?—What we say is this—my point would be this, that most companies could run a great many more trains than they are running to-day, and some companies are doing so little. For instance, the Midland Company could enlarge their train service with no difficulty whatever; it is by no means a crowded line.

791. Do you agree with Mr. Harper that the railway companies are fulfilling their statutory obligations at the present time. I recollect well his giving that evidence?—I think you are putting a construction on Mr. Harper's evidence that he does not admit himself. He said they were doing as much really as it was possible to get them to do under the Cheap Trains' Act, owing to the faulty nature of that Act. Mr. Harper, I know, thoroughly agrees with me, that many companies are not doing anything like what they might do.

792. Do you think it would be an advantage if we could get workmen's trains up to half-past 8 in the morning?—Or, on my plan which amounts almost to the same thing, instead of being half-past 8 for arrival, take the hour of leaving. That would mean that on stations near the city the people would not travel much later than 8; but say at Wathamstow or Wood Green, if a workman could begin up to 8 o'clock, that would mean half-past 8 before he got to the end of his journey. I would prefer putting it my way, because you serve the man who lives a long way out; and I would rather take the plan suggested in Captain Norton's Bill: that 8 o'clock should be the time of departure from the various stations.

Captain *Norton.*

793. I take it that you agree that if a carriage were provided on most of these early trains that run, and workmen's tickets were issued to a limited amount, if only a dozen, it would entail very little extra expense on the company, and would meet the requirements of the working men living in the particular district, while tending at the same time to develop the district?—Yes. There would be no need to lable a special carraige as a workmen's carriage, because we already have companies, like the Central London, who have only one class of carriage, and where every carriage up to a certain hour is a workman's carriage; and there is no single instance of one class of passenger ever annoying or being nasty towards another class.

794. What I really want to come to is, the idea of the ticket; that the companies should issue a limited number of workmen's tickets by those early trains?—The workmen would take their

Captain *Norton*—continued.

their places in the ordinary third class carriages on the trains. Provided the company would agree to book workmen, it would be all right, and we should get over the difficulty in regard to a minimum service.

795. You are of opinion, are you not, that if a certain number of workmen's trains were run at suitable hours, perhaps about half-an-hour earlier on other lines, for example let us say, by the Midland Company, it would be very easy for workmen to travel by those trains, provided they got, as they probably would, better accommodation to live right out in those districts, and to take omnibuses and other conveniences to the centre?—Yes.

796. Are you aware that it any one chooses now to get up and take a ticket by one of these early trains, no questions are asked as to what class they come from, whether workmen or not?—It may be that one or two companies do; but none of them round London; it is almost a general rule that no question is put. I am a workman and I have sometimes had a workman's ticket if I had to catch an early workmen's train. I travelled for about 20 years as a workman on London Railways when I was working at my trade as a carpenter.

797. What half the working men in London, namely, the men engaged in the building trades, want, is a sufficiency of very early trains?—That is so.

798. Are you aware that the printers, who you have said all work in the centre of London, and who until quite recently have been paying very large rents and have been very much overcrowded to get house room near London, quite recently have gone out in very large numbers, for example from South London out to Tooting, in consequence of the London County Council's electric trams?—That is so. I may say in proof of that, that we have opened a very large housing estate at Tooting in connection with the County Council, and our houses are all letting as rapidly as we can get them ready. There is also private enterprise going on there building very extensively, which goes to prove that if any company would once give the minimum means of communication they would soon get a very heavy traffic.

799. Then your contention is, that the Act is practically a dead letter owing to the interpretation put upon it by the Board of Trade and by the Railway and Canal Commissioners?—Yes, if we were thrown back upon the tender mercies of the Cheap Trains' Act to-day in dealing with the working-class population of London, we should be in a terrible plight.

800. As a matter of fact when you have shown a clear case where a certain company have not acted up to their liabilities according to the Cheap Trains' Act, the reimposition of the passenger duty has not been enforced?—No; but of course it is very difficult to prove all cases. The difficulty is that they compel you to prove that there is a very large number of people, and many a case before the Board of Trade or the Railway and Canal Commission has failed; say, for instance, the case of the postmen, who require a very early train.

Captain *Norton*—continued.

Some of those cases have failed because we could not prove a very large number of people—enough people to almost fill a train. The Commission have held that the train would not be profitable, and they have made no order. They have said we can come again if ever we can prove a larger population; they have generally held out that hope to us; but somehow the population has to grow before the train comes

801. In other words, you agree with me, that that Act has practically proved a dead letter—that many railway companies have taken the duty and given practically nothing in return to the public?—That is specially so in the case of the Midland Company.

802. And you are when that is the case absolutely powerless to enforce the Act?—Both myself, through my association, and I know, the County Council, have been continually pressing it upon the Midland Company, both by letters direct and through the Board of Trade, and up to the present time, that Company, with its large remission of duty and only five workmen's trains running on its metropolitan system is a standing failure of the Act.

Mr. *Nannetti.*

803. I take it that you are very anxious to see the working classes living in the country?—Yes.

804. You think it would be beneficial to the health of these people themselves?—It would. It is very sad to-day to see the way in which workmen are crowded in block buildings in the central parts of London. The race is absolutely deteriorating; the poor little children living up four, five and six stories high are unable to get down to get to any playground. When they do get down their playground is the London street full of traffic; and how we are going to get strong healthy people for the future without getting means to get them out into the outer suburbs, to get those playfields which possibly their fathers and mothers had, because the parents are mostly people from the country, I do not know. I am afraid the future population is going to be very weakly.

805. Do you think that by efficient working of the Cheap Trains, Act, 1883, if it was carried out, it would meet that requirement?—If amended in the direction we have suggested.

806. When you say that the Act of 1883 does not meet the requirements, you mean that at present it does not. It might have been well enough in 1883, but the requirements have so increased since then that it does not meet the requirements now?—Quite so. It does not in any way meet the requirements of the working people of to-day. The chief point of failure is that the Act does not fix the fare to be paid by the workman nor define the number of trains.

807. You heard the evidence given by Mr Harper, which tended in the direction that the hour of starting the trains should be materially increased, and made up to 8 or 9 o'clock?—Yes; both the hour of starting, that is, the hour at which the trains commence to run, is required on many lines to be much earlier; and also the trains

Mr. *Nannetti*—continued.

trains should run up to and beyond 8 o'clock in the morning.

808. You were asked by an honourable member whether on some of the railways the earliest train to suit working men does not start until 7.30. May I put it to you that that is not carrying out the intention of the Act at all on that line?—That is so; because the ordinary labourer, the man engaged in the building or engineering trades, cannot live in those districts, because there is no train early enough to bring him to his work, so that on those lines the Companies would not be complying with the Act; and that tends to compelling men in those industries to live in a congested area in the city, possibly.

809. Also you have complained that the fares on several lines are not reasonable. I take it that your contention is, that the Act should be so amended that the fares should be uniform on all lines?—That is so.

810. That is the intention of your evidence?—That is the intention of my evidence.

811. And if they were made uniform on all lines, it would have the effect of spreading the population over different areas and not congesting them all into one place?—That is just the point we desire to attain.

812. So that, if as has been alleged here, land or land values have been increased in certain areas, it is done by the action of the railway companies themselves in not carrying out the requirements of the working classes by spreading the area over a greater distance?—Quite so; by only giving an opportunity into one suburb they increase the value of the land in that suburb; whereas an opportunity to go to all the other districts would tend to rather reduce the value of the land and increase the amount of building.

813. Then there is another point. It would not be fair to the railway companies for them to be at any loss by creating a service of workmen's trains into districts which are not developed at present. I take it that you have no feeling one way or the other as to who develops those districts, so long as the Act is carried out?—That is so.

814. What we want is, to get the people out into the country?—Yes.

815. And your idea then, of this *quid pro quo* which you suggest in the total remission of the duty is that it is the duty of the State to do so in order to get the people out into the country?—Yes.

816. So as by those means to get a better and a more healthy class of citizens?—It would do more than any other means I know of to assist in the better housing of the people.

817. The community would gain by it?—The community would gain by it, by having healthier and stronger workmen.

818. And you would say that it is the duty of the State so far as possible to facilitate the getting of the people out into the country?—Yes although I must say I believe it is absolutely profitable to the Railway Companies to get the people out themselves. The Great Eastern Company would not be in the prosperous condition it is this day but for the cheap fares, which has caused all the land on the Great Eastern line to be used for building purposes.

819. You mentioned that the Midland Company only run five workmen's trains, whilst other companies run a great number?—Upwards of 100, some of them.

820. And consequently you think it is the duty of the Legislature to amend the Act so that a company that does not run a sufficient number of trains shall be made to do its duty by the public?—That is so.

821. That is your object?—Yes.

Mr. *Peel.*

822. You made a suggestion, that instead of putting on new trains, cheap tickets should be given by trains already run. You would also, I suppose, wish that these trains already running should stop at stations which they do not already stop at?—There are some cases where a train already running which does not carry work people, does call at nearly every station; but we simply suggest that to deal with the difficulty where there are only a very few passengers, they may be carried by ordinary train until such time as there is a sufficient number to allot a train entirely to workmen.

823. In fact the main charge that you have against the railway companies is, a certain want of enterprise; that they do not promote traffic by trying to create it?—I think those railway companies that only give a small service have an idea that they are reserving the land for big villas and for a different class of population. I think that is a great mistake; because I think the more you mingle your working class population with the middle class the better the ideals of the people, the better their morals become.

824. But that would not operate upon the railway companies much. A few big villa people will not pay them as much as a large working class population?—No. The present Chairman of the Great Eastern Railway declared, I think in 1892, that the workmen's trains were a source of profit to his company; and they are the cheapest trains running.

825. You do not suggest, I suppose, that in running these trains they should be run at a loss by the railway companies?—I take it that the railway companies will always protect themselves.

826. You suggest that they have made a fair profit by them?—I suggest they do make a fair profit by them at present. I do not admit any loss.

827. You suggest, therefore, that the reason why so many workmen's trains are not running on other lines is want of enterprise, and not a financial reason?—Yes, they are taking advantage of the remission of the duty and giving nothing to the public in return.

828. I think you suggested just now (we all agree with your general proposition about getting people out into the country) that as railway lines were feeling the competition of the electric tramways they were running more workmen's trains in consequence? That was in the case of the Great Western Railway Company. The

Mr. *Peel*—continued.

Great Western was certainly one of the most backward companies running into London for many years, but the electric tramway competition through Ealing, Hanwell, and those districts is beginning to wake that company up.

829. You do not think that in consequence of that, the duty of bringing workmen to and from London into the country districts, would not be better cast on the tube railways or the electric tramways than on the great trunk lines of railway?—I think all should do their share.

Mr. *Levy.*

830. As a member of the Housing Committee of the London County Council, you realise that it is imperative, whether it is profitable or not to the railway companies, that people should be taken out of London to live?—I do.

831. And the remission of the duty you think would go a long way towards enabling the companies to run without any serious loss?—I say the present remission enables them to do a great deal which they are not doing. That is my point.

832. You would be satisfied that the duty should be remitted on the definite understanding that they should give zone fares and reasonable hours for running?—Yes.

Mr. *Lough.*

833. You do not want to give it loosely though?—No; I maintain that even now they are getting enough compensation for any apparent loss, by the remission of the duty.

834. Yo do not want it to be given loosely, as the previous gift under the Act of 1883 was given; you do not want to throw away 300,000*l.* a-year on railways and get nothing for it?—Decidedly not; I want their hands to be absolutely tied by definite conditions.

835. You referred to railways on which there are two companies running, for instance, the Great Northern running into Broad Street, as it has the right of running. Are you aware that wherever there are two lines like that they escape the obligations of the Act altogether?—I know the one line often puts the blame on the other, and that there is a squabble between them.

836. Are you aware that as a matter of fact there is no workmen's ticket when the workmen has to go across two railways?—I am not quite sure of that, without looking into the question.

837. The only other point I want to trouble you about is the theory you are laying down to us about where there are only a few working people. Do I rightly gather your evidence to be that the whole theory on which the Act of 1883 was based, viz.: that there must be a crowd of workmen if trains are to be provided, is a wrong theory?—Quite so.

838. And that however small the number of workmen existing (if it is only six or two), they ought to be carried at the rates they can pay?—That is just my point.

Mr. *Lough*—continued.

839. And that wherever a railway line runs now it ought to be made obligatory by the State to carry workmen at the hours when they must go to their work and at a fare which they can pay?—That is so.

840. Then on the difficulty of distinguishing between workmen and others, you would throw that simply on the railway companies?—Yes.

841. It is not our business?—No. There has never been any attempt to make a narrow definition.

842. Never mind if there were; let them prosecute if they find any millionaires?—Quite so; let the man take a ticket at his own risk. I do not think any wealthy people would go and take a ticket.

843. I was going to ask you a question about the 12 miles radius; but it is not necessary, because we have the figure from Mr. Harper of the best run now, and we know that nothing more than seven miles has been given under the Act 1883 for 2*d.*?—Except that where the statutory obligation has been fixed upon the company and they have extended that to many trains, then it may be said "We simply do this to comply with the Cheap Trains' Act and extend our cheap fares under that Act. But so far as I know there has been no cheap fare fixed and no cheap facilities provided under the Cheap Trains, Act.

844. You said that the Royal Commission of 1884 proved that the Midland Company had displaced 5,000 people in St. Pancras?—Yes.

845. Was there not an Act compelling them to re-house them at that time?—So far as my knowledge goes there was no obligation put upon the company at that time. That was a time when things went through rather easily.

846. But with regard to the Great Eastern Company, it was in 1862 that its Act was passed enabling it to make Bishopsgate Street station?—Yes.

847. And in order to house the people, they had to provide those cheap trains to Enfield?—Yes.

848. Was there no similar law applied to the Midland Company?—So far as my knowledge goes, I find nothing at all in any of their Acts.

Captain *Norton.*

849. There is one question I forgot to ask you. Are you aware that in several foreign countries, in France for example, they have found no difficulty in defining a workman, by limiting these workmen's tickets to men who do not pay more than a certain rate of taxation; and would you think that the case in England might be easily met by allowing any man to travel as a workman, who did not pay, for example, Income Tax?—I think that would be a very good solution of the difficulty.

Monday, 18*th July*, 1904.

MEMBERS PRESENT.

Lieut.-Colonel Bowles.	Captain Norton.
Mr. Galloway.	Mr. Peel.
Colonel Lockwood.	Sir Harry Samuel.
Mr. Gerald Loder.	Mr. Sheehan.
Mr. Nannetti.	

LIEUT.-COLONEL BOWLES IN THE CHAIR.

Mr. WILLIAM FORBES called in; and Examined.

Chairman.

850. You are General Manager of the London Brighton and South Coast Railway?—Yes.

851. I think the Brighton Company are under no statutory obligation to run workmen's trains?—None whatever beyond what is imposed upon us by the Cheap Trains Act.

852. But you do run workmen's trains?—Yes, a very ample service, we consider.

853. Can you give the Committee any detail of the services you give of workmen's trains?—At the present moment we have 72 workmen's trains per diem. In 1892, when we were lauded by the County Council, we had only a service of 35 trains; they said at that time that our service was a very generous one; and since then we have put on an additional 37 trains, or an increase of 105 per cent.

Colonel *Lockwood.*

845. When did you say you were lauded by the County Council?—In 1892 they made a report which perhaps I may be allowed to read: "There is no other South London line that makes anything like so liberal a provision as this for the special needs of working men, and the only thing apparently to be desired in connection with it is that a larger proportion of the stations were outside the metropolitan area. As regards the arrangements for the return journey, the provision is most ample, the large number of trains available being no less commendable than the conspicuous absense of all petty, irritating, and arbitrary restrictions in regard to them. The service is undoubtedly a very fine one, not only as regards the number of trains, but also as to the suitable times and intervals at which they are run, the limit of time over which they extend, and, above all, in the absence of almost every kind of restriction by which other companies hamper the holders of workmen's tickets. The generous and enlightened policy of the company in regard to working men stands in marked contrast to that of some others, and might well be made an object of emulation by most of them." We had that in 1892.

Colonel *Lockwood*—continued.

Chairman.

855. And since then?—Since then we have increased, as I said, to the extent of 105 per cent.

856. Since 1892 you have given further conveniences, I might call it, to the working men?—Yes. Since I have been manager of the line we have, under the Cheap Trains Act, been approached by deputations of workmen for further facilities, and one or two cases of reference have gone to the Board of Trade, but in nearly every case we have been able to meet the demands; and I am not aware at the present moment that there is any special demand for further facilities—certainly none has come under my personal observation.

857. What are the distances out of London to which the service of workmen's trains now runs?—We now go as far as Epsom, which, I think, is just over 18 miles; we extend as far as Epsom.

858. What is the average price of your workmen's tickets, return?—From the statistics I have prepared I find the average we get per head is 1·69*d.*; that is the average per journey. I may say that the average per journey over the line is 7·29*d.* The workmen's fares work out to an

Chairman—continued.

an average of a farthing a mile, but 1·69*d.* per journey.

859. What would be the exact fare to Epsom and back, the 18 miles, for the workmen; that is your furthest distance?—That is our furthest distance; it is 9*d.* return for the 36 miles.

860. What is your experience, then, of the capacity of workmen to pay that?—We have had no complaints with regard to these fares.

861. What I mean is, do you get any workmen who can afford to pay 9*d.*?—Certainly.

862. Are the trains well filled?—Certainly; we have a considerable number who pay the 9*d.* We only gave this Epsom workmen's fare on representation that there was a considerable number of workmen who came into London from that district.

863. What class of workmen?—I should say the better class, chiefly in the building trade and so on; the better class, certainly. We carry undoubtedly a great number of people who scarcely come under the definition of workmen. We have had many Post Office employees live on our line. We have a great number of the men working in the Post Office who come under the definition of workmen and take advantage of these cheap fares to go and live down the line.

Colonel *Lockwood.*

864. Men and women?—Men and women.

Chairman.

865. What would be the rent of a cottage at Epsom occupied by these workmen?—That is one of the great difficulties we have on our railway. We find very great difficulty in housing our men, and we have had frequent demand made to provide cottage accommodation because the rents are so high. I suppose it is very difficult to get, certainly under 6*s.* to 7*s.* a week, anything like accommodation at Epsom.

Colonel *Lockwood.*

866. Three bedrooms and a sitting-room would that be?—Smaller than that I should say. As a rule they generally club together and take a little cottage.

Chairman.

867. 9*d.* return means another 4*s.* 6*d.* a week added on to the rent?—That would be so.

868. And that is the reason why I asked you the question, because, of course, some of the other lines run their workmen's trains at considerably less?—That is so, I know, with some of them, like the Great Eastern Railway for instance.

869. That would be 4*s.* 6*d.* a week more?—If they came in every day; sometimes they do not. Of course, that is quite an exceptional district, I may say. You see the average per head is 1·69*d.*, and, as I have said, all over the line the average works out to 7·29*d.*, so it is a very low rate indeed.

870. You have some tables here; would you like to explain them?—First of all, I may say

Chairman—continued.

that in the course of last year we carried 8,757,076 workmen, the return tickets being doubled. That gave us in receipts gross 61,903*l.*, which worked out to an average per journey of 1·69*d.* We ran 198,725 miles by these workmen's trains, and the receipts per train mile work out to 3*s.* 1¼*d.* Our average train receipts for passenger train mileage worked out in 1903 to 5*s.* 4¾*d.* It is very evident that we could not carry on our business on the average of the workmen's trains receipts, inasmuch as our working expenditure per train mile all over the line is 3*s.* 6½*d.*, as against 3*s.* 1¼*d.* that we get per train mile receipts from the workmen. But to that 3*s.* 6½*d.* we think it is reasonable and fair computation, and I believe that has been accepted by the Railway Commissioners, to add on 20 per cent. for the increased cost of working in the London district, which involves shorter sections, more signal boxes, shorter hours of labour, higher rates of pay in the London district, heavy train-loads, with increased coal consumption, frequent stops, and a much heavier rating. So that if you add on that 20 per cent. we come to a total of 4*s.* 3*d.* per train mile expenditure and 3*s.* 1¼*d.* receipts.

Mr. *Galloway.*

871. On workmen's trains?—Yes, that is workmen's trains. The same expenditure would apply to ordinary trains, or very nearly the same; there may be a little additional expense for the earlier hour at which we start these workmen's trains, but, speaking generally, I should say that very nearly the same expenditure would apply to the ordinary trains in the London district.

872. My question was whether you had taken into account the question of the train returning empty?—Yes, we have only taken a moiety of the receipts, as the trains only earn half the gross; the workmen go back in ordinary trains at night.

Chairman.

873. In 1899 you gave some additional facilities, on the representation of Mr. Alderman Dew and Mr. Tagg, did you not?—That is so.

874. And in 1900 you gave some further concessions?—The London County Council approached us in 1900 in regard to the housing of the working classes at Totterdown Fields, where they were covering a large area of ground for the working classes. I saw Mr. Gomme, the Clerk of the County Council, and I am glad to say we were able to come to an agreement, which agreement was confirmed by a letter of the 17th December, 1900, from Mr. Gomme, the Clerk of the County Council; and for three years we worked under that agreement, and at the commencement of this year they asked that it should be prolonged for a further term, so that it really goes on to the end of this year. Apparently, therefore, the London County Council are satisfied with the facilities that the Brighton Company give to workmen. They always present their case very forcibly, and we have had no suggestion that the facilities we have given are not ample

Chairman—continued.

ample. We are at the present time working under that agreement with the County Council.

875. Do you wish to say anything about Mr. Harper's evidence with regard to the Brighton Company not carrying out its obligation under the East London Railway Act of 1865 to run a workmen's train between Liverpool Street and New Cross?—I should like to explain that, because I am afraid we rather misled Mr. Harper; it is possibly our own fault, to some extent. We did in the Blue Book of 1899 show an obligation to run a workmen's train between New Cross and Liverpool Street, but, as a matter of fact, we cannot do that. It was a mistake in including it in the return. We did originally work the East London Railway, but in 1884 the East London was leased to six companies, and the Great Eastern Company now run workmen's trains between Liverpool Street and New Cross. Consequently, the obligation has not been overlooked, but is actually complied with by the Great Eastern Company, not by the Brighton Company, because the Brighton Company do not work the East London line now. I only wanted to make that clear, as there was a suggestion about their not carrying out their obligations.

876. Do you find that your workmen's trains are crowded?—No, we do not, unfortunately. We find that the average number per train is less than the number in an ordinary train, if you take the average; because we find that the workmen, like the rest of us, like to stop in bed as long as possible, and wait for the very last train. The result is that we have the few last trains very crowded, whereas the others are run comparatively half full; in fact, our average per workmen's trains is only just over 250, whereas we provide accommodation for about 680. But you cannot get them to start at an earlier hour; they crowd into the last quarter of an hour.

Mr. *Galloway.*

877. If you made the hour at which these trains ran later, do you think they would still take advantage of the last ones?—It would enormously increase the congestion, and, in fact, render it almost impossible to carry on our business.

Colonel *Lockwood*

878. It would run it right into the ordinary train service?—Yes, right in with the ordinary passengers—the passengers coming up the main line, and so on.

Chairman.

879. Where do you have the largest amount of workmen from?—Within a very short radius of London, the six miles zone; that is to say, New Cross, Honor Oak Park, Brockley, Bermondsey, and all round that district; you have an enormous concentration of workmen there.

880. Are there other railway companies that compete with you at New Cross?—The East London; we run into it; and the South Eastern, of course, run from New Cross, and there is a very ample service of trams, and so on.

Chairman—continued.

881. That is what I mean?—But I notice that the trams do not take the workmen up later than 8 o'clock.

Mr. *Galloway.*

882. Do the trams belong to the London County Council?—I think that is so, but I think they do not extend the hour much beyond 8 o'clock.

Chairman.

883. I see you run a good many workmen's trains from Streatham and Tulse Hill?—Yes, round about there, and Norwood.

884. What is about the average number of workmen from Streatham?—I am afraid I have not taken that out.

885. How many trains do you run; you can get at it in that way?—Yes.

886. I think it is seven you have here?—Then you may take it that we have run about 1,500 people a day from that district.

887. Do these workmen's trains stop at all the other stations up to London Bridge?—Yes, a great many of them do; but we have to discriminate. Certain trains are made workmen's trains from certain stations, and not from others, otherwise we should have great overcrowding, as the workmen would naturally crowd into the last train. We have to protect the workmen coming from a greater distance by not allowing the workmen at intermediate stations to travel by those trains; unless we should have the stations wrecked, and could not carry on our business. Perhaps you would allow me to refer to one statement made by Mr. Harper. In his examination he referred particularly to the very generous arrangements made by the French companies for workmen. We have a very intimate knowledge of what goes on in France, because the Western of France, who have been quoted particularly, happen to be our very close allies in working, and the General Manager of the Western of France is a personal friend of mine. Mr. Harper showed in his evidence that the Western of France were carrying workmen at a much lower mileage rate than any English company, except, perhaps, the Great Eastern, certainly lower than we do. The result of that enormous business in workmen that the Western of France Company have to carry on is, that they are the poorest railway in France, so much so that last year that on their working there was a deficit of over fourteen million francs, over 560,000*l.* in English money, which the French Government had to make up; because the French Government guarantee a certain rate of dividend to the French companies. The Western of France Company has the biggest working populace living on its line.

Colonel *Lockwood.*

888. Is it a private company?—They are all private companies to this extent, that they are working under certain charters, which expire in another fifty years, but they are working under a guarantee from the Government.

Colonel *Lockwood*—continued.

889. All of them?—All of them. The Western of France is the one which calls upon the Government to make up the biggest deficit. Last year it amounted to over 14,000,000 francs. The French Government had to pay 532,000*l.* to the Western of France Company for their loss in working; and I know from the General Manager that one of the principal reasons for that loss is the enormous working populace they have to bring into their terminus, so that consequently they are unable to develop their traffic outside of Paris, where they would get higher pay and a better class of traffic.

890. That is the St. Lazare?—Yes.

Mr. *Nannetti.*

891. Is it your contention that the carrying of these workmen has caused a loss?—Yes.

892. But if they did not carry them, would not the deficit be greater?—I think not, because they would be able to encourage people to live on their line who would pay higher fares, which I hope to be able to show that presently with reference to our railway.

893. They would have to get the traffic first?—Yes.

894. They have not got the traffic at present?—They cannot, because they give such an indifferent service that people will not live on their railway on account of the service being so indifferent, because they have to bring the workingmen in.

Mr. *Sheehan.*

895. Is it your contention that if they had not this workmen's train service in France, they would induce a better class of people to go out into the country and reside there, and in that way increase the traffic?—Yes, certainly. I think if the Western of France could bring in more trains from, say, 25 to 30 miles down their railway into Paris, between 8 and 9 o'clock in the morning, they would certainly induce a great number of people to go and live down their line, as we should.

896. Do you seriously believe that that would induce a sufficient number of people to go out, to counterbalance the traffic, which is at the present time supplied by workmen?—Yes, I do.

Chairman.

897. Is there anything else you wish to say to the Committee?—As I see in the examination that has taken place since your Committee has sat, there have been several suggestions made with regard to the extension of the hours of arrival of the workmen into London. I should just like to give my own personal views in regard to that matter, which I consider of very great importance to the railway companies.

898. Will you give us your views, please?—First, I have taken out the number of people travelling between 8 and 8.30, and from 8.30 to 9, that we consider would be affected by the prolongation of the hour of arrival to 8.30 of workmen's trains. I think in arriving at that result, if anything, I err on the side of minimising it as much as possible, because I have not included a single second class passenger; I have only taken the third class passenger, as I consider that if the hour was extended to 8.30 he necessarily would travel as a workman, and pay the workman's fare. I have not taken any second class passengers, although I am of opinion that the second class passengers would all immediately become workmen, because the difference between the second class fare and the workman's fare is enormous; and I find, firstly, that it would immediately lead to the loss of at least 25,000*l.* a year to our company; and, secondly, that it would throw such an enormous congestion of traffic in between those hours, that it would be physically impossible to carry on our business; and I should, as General Manager of the railway, be very sorry indeed; in fact, I could not undertake to work the railway on such conditions. I mean to say, of course, that people travelling before 8 o'clock would, a great many of them, come between 8 and 8.30, which means that all of those travelling between 8 and 8.30 would travel as workmen, and it means that the great majority travelling between 8.30 and 9 would also start at a slightly earlier hour in order to derive the benefits of the workmen's fare. Now, between 8 and 9 o'clock we have the maximum number of trains arriving and departing from London Bridge that we can work; we cannot work another train in or out of London Bridge between those hours. Of course the answer to that is, "Then why not increase your London Bridge accommodation?" That, of course, would represent a good many millions. But we have gone so far under the guidance of my eminent predecessor as to get out and go on with and carry through a very large scheme for the enlargement of Victoria Station. That enlargement, with the widenings into London, will cost us very close upon two millions of money. Now, the object of that enlargement was unquestionably to give better accommodation to people who would like to reside down our line and who are unable to do so on account of the very indifferent service. As General Manager, of course, I feel a little bit reluctant to say that we have not got a good service; but we have not a good service from many very beautiful districts down our railway. There are very many districts which are starved on account of the indifferent train service. We have many appeals from people who want to live 25 miles from London, who say, "We are unable to live in this district because there is such difficulty in getting to London; can you not give us a direct train"? and at the present moment I have to say, "I am exceedingly sorry, but I cannot at the present moment get another train in at the hour when you want to arrive in London for your business."

Colonel *Lockwood.*

899. You cannot get into the neck of a bottle?—No, it is quite impossible. We have spent that money with the object of endeavouring to encourage people to go and live 25, 30, or 35 miles down. We have a lovely district down in Sussex, as you may know, places like Holmwood and Ockley, but we cannot get people to live there on account

Colonel *Lockwood*—continued.

account of the wretched service. Therefore we are spending this money; we hope to be able, when we have our widened lines into Victoria, to give a much more ample service of trains to accommodate a class which, I think, certainly should have some consideration.

Chairman.

900. The West-end?—Yes, of course, a very great number of people are being driven further and further out by the tramways and other developments.

901. Your improvement will only affect the West-end traffic and not the London Bridge traffic?—When the electrification of the District Railway takes place, and with the general dispersion of business over a larger area of London now, we find, as a matter of fact, that Victoria is becoming quite as central as London Bridge; in fact, now I have a much greater demand for services into Victoria than to London Bridge. London Bridge seems to be pretty well satisfied, but I am always having demands for additional trains into Victoria, and the object of that widening is to give those trains. You can see that when Victoria Station is opened, if we are supposed to put in another 30 or so workmen's trains between eight and nine in the morning, we simply should not be able to accommodate anyone living 20 miles down the line, which would, in the first place, mean a considerable loss of revenue to us, if you take it from the selfish point of view; and, secondly, it would mean that we should be unable to develop those districts on which people have laid out considerable sums of money, thinking that they are going to derive this advantage.

902. I suppose these passengers you are speaking of are outside the 10 mile zone?—Yes.

903. And, speaking roughly, as a rule you find that the workmen who require to be brought to London are within the 10 mile zone?—Yes, the great mass of them are well within the 10 mile zone.

904. Therefore, as a matter of fact, the quick trains from 20 miles and further out from London in no way affect the working man?—No; you mean that they do not supply the need of the working man?

905. You would not think that the facilities for bringing men from the 20 mile zone to London would compensate for the reduction in rent that they would get by living so far out of London?—No.

906. You see what I mean. I take it that, added to the cost of your rent, you have to have your cost of transit to and from the centre, and a man has to consider that as part of his rent?—But, then, there is absolutely no accommodation for workmen in the districts which I have mentioned. They would have to pay a very high rent indeed to live there—quite three times as much, in fact, to live there.

907. When your Victoria improvement is done, will you be able to give some further workmen's trains within a 10 mile zone of London?—I should say certainly, within reasonable limits, on representations such as we have always had

Chairman—continued.

from the Board of Trade; but to be committed to run nothing but workmen's trains—in fact, to turn Victoria into an Elysium for workmen and a Hades for the rest of the community—we should very strongly object to.

908. Then what are the reasonable limitations that you would suggest to guide the Committee?—We consider that the Act of 1883 has met all the reasonable requirements; and I think we can strengthen that opinion by saying that the County Council are satisfied. They have probed this matter very closely, and they have entered into an agreement with us for three years, and have extended it. Every representation that we have had made to us under the Act of 1883 has been met, I think, in a most liberal spirit. The figures which I gave you at the commencement show that we have increased our workmen's trains from 37 in 1892 to 72 in 1904, which, I think, shows you that the Act certainly operates in a very liberal manner.

Mr. *Galloway.*

909. I should like to understand rather more clearly from you exactly what it is that you suggest that you would be able to do when Victoria Station has been enlarged, because obviously, in any recommendations which they may make, the Committee will have to be guided by what the railway companies can do, as much as by what they consider to be reasonable requirements, to which you have referred. You have already told us that your line is crowded—in fact, I think you said that you would not accept responsibility if you had to run any more trains?—To put another train on at the present moment is impossible.

910. Then, when you get your widening what further trains do you think, speaking generally—I do not mean with any detail—you would be able to run?—We desire to improve the accommodation outside the 15 mile zone. We want to give a better train service from many of the very lovely districts which are absolutely undeveloped on account of the indifferent train ser vice.

911. But those are not workmen's trains?—No.

912. They would not run at an early hour in the morning; they would not run before eight?—When you say at an early hour in the morning, we consider that from eight to nine is not a very early hour in the morning. Our experience is that nearly every one in the City and in the West End desires to get to his work about nine o'clock, and our object is to work trains into the West End as well as into the City at between 8.30 and nine o'clock for the better class of people.

913. I understand that when you get this further extension it is not your view that you will be able to run any more workmen's trains unless you sacrifice the natural result which you expect to get from the extension?—Every additional workmen's train that we put into Victoria would mean a lesser facility to the longer distance passengers necessarily.

914. Have you any definition of workmen that you employ?—No, we do not attempt to distinguish.

915. You

Colonel *Lockwood.*

915. You cannot?—We cannot.

Mr. *Galloway.*

916. Have you ever tried it?—Not in my experience. I believe the South-Eastern Company did, and I believe—I am not sure—that they had some litigation, but we have never tried it. We felt that it was quite impossible.

917. Therefore, any lowering of the fare up to a later hour, say up to 8.30, you contend would be taken advantage of naturally by everybody travelling on the line?—Yes, by everyone—bank clerks, people working in stores, telephone girls, girls working at the Aerated Bread Company and so on. We get a great number of people working at the stores. All those people would take advantage of it.

Mr. *Nannetti.*

918. Are they not entitled to it?—Certainly, but not at the expense of the railway shareholders.

919. I mean the telephone girls, or female clerks or waitresses that you were alluding to?—That is a question, of course, really of the amount they are paid by their employers; but I do not think that it is a fair thing to put on to the railway shareholders—to the community at large.

920. They are not paid as much as a skilled artisan, and they are legitimately entitled to it?—Yes.

Mr. *Galloway.*

921. However, you have no definition of a workman, and you do not suggest any?—No.

922. With regard to the very interesting information which you gave us with regard to the Government of France making up the deficit brought about by these workmen's trains, have you ever considered the suggestion what sum, or what approximate sum you would require from the English Government if the British taxpayer in his devotion to the working man was anxious to pay for his having more accommodation?—I am afraid I have not worked out anything. I have not considered that point.

923. If you got a guarantee from the Government there must be some sum, at all events, which you would think sufficient?—I think if the Government guaranteed about the present rate of the Brighton dividend we might see our way to give much more generous treatment.

924. Unfortunately there has just been an increase of your dividend?—That is so; I said the present rate.

Mr. *Gerald Loder.*

925. Could not the difficulty of other than those you consider to be genuine workmen getting tickets be got over by issuing tickets to the employers?—I believe there is a great objection on the part of employers in the first place; and, secondly, on the part of the men. I think it has been tried.

Colonel *Lockwood.*

926. Was it tried on the North London Railway?—I fancy so; but I would rather that those who tried it would give their experience. I have not had any experience of it.

Colonel *Lockwood*—continued.

Mr. *Gerald Loder.*

927. Do the Brighton Company afford any facilities for issuing tickets to workmen previously to the day?—Yes, we allow them to take their tickets overnight, and we issue them also in packets of 12, 24, and 30.

928. But that does not safeguard you against people who are not really entitled having the use of them?—I said a moment ago that we do not attempt to discriminate. We allow everybody who likes to go by the trains that carry workmen to travel at the workmen's fares.

929. With regard to the cost of these trains and these tickets to the companies, it is, of course, the fact that since 1883 the railway companies have received large sums in remission of the passenger duty in return for facilities given to workmen. Should you say that the facilities which have been given have been adequately paid for by the remission in passenger duty?—From the figures I have given you I think when you find that it costs us 4*s.* 3*d.* per train mile for these workmen, and we only receive 3*s.* 1*d.*, that is the answer.

930. In other words, it is beyond all question that the facilities which the railway companies have given to workmen are out of all proportion to the remission of the passenger duty?—I should say that the remission of the passenger duty does not anything like compensate for the additional facilities given by the railway companies; I say that unhesitatingly.

931. It has been suggested to us by more than one witness that the reverse is the case, that the railway companies have not done as much as they should in proportion to what they receive?—Possibly you may get evidence upon that point later on; I have not prepared it.

932. So far as your company is concerned, have you had any complaints from workmen that they are obliged to come into London at an hour earlier than they would otherwise be obliged to do in order to avail themselves of the advantages of cheap fares?—No, I have not since I have been general manager had a complaint to that effect.

933. Nothing of that sort occurs on the Brighton line?—I have not had a complaint.

934. You are aware that some of the East End churches are filled with people?—So I am told.

935. That does not apply to your company?—No.

936. We have also had some evidence that there is a growing demand for workmen's tickets outwards in the morning?—Yes, we give that facility; we issue workmen's tickets out of London as well as into London, although I do not think the Act ever contemplated it.

937. May I ask one question with regard to the average cost per journey? You said it was 1·69*d.*?—Yes, per passenger.

938. But could you give us any idea of what the average distance travelled by a passenger is?

I am

Mr. *Gerald Loder*—continued.

—I am afraid I have not got that. It could easily be prepared.

939. How would you do it?—We should have to take out the individual numbers.

940. Have you ever considered the possibility and the convenience of having what are called flat fares within certain distances. You understand what I mean?—Yes, I understand what you mean—a one fare.

941. Yes, a zone fare?—No; our fares vary from 2*d.* upwards; 2*d.* within 4½ to 5 miles, and then 3*d.*, say, up to 6 or 7 miles, and so on, 4*d.* and 6*d.* But I do not know of any company that has that except, perhaps, the South Eastern, who have got it, I think, on their service between Ludgate Hill and Victoria. I do not see what advantage there is, because if you have a flat fare you make the shorter distance man pay for the advantage of the larger distance man. I do not think there is any great advantage in that.

942. It has been suggested here that it was an economical thing to do, and I wanted to have your opinion?—It is economical where you can carry on your business like they do on the Tube Railway, where they abolish really the ticket collecting, and so on, and the control of tickets. The object of the all-round fare is to get rid of a great deal of clerical work. But our railway is not constructed to carry on business on those lines.

943. What is the difference between the third class fare and the workmen's ticket on the average of a suburban district, say, up to twenty miles?—I should say about 100 per cent., roughly; it is about half, I should say, of the workman's fare.

944. Whereas I understand from you that, up to 7 o'clock or 7.30 o'clock in the morning, the railway company is able to meet the requirements of the workmen in bringing them into London, to extend the time limit to 8.30 or to 9 o'clock would not only be impossible so far as the working of the traffic is concerned, but it would impose very heavy obligations indeed on the railway companies?—It would mean that we should have an enormous number of people congregating on our platforms, and we should not have the trains to carry them into London; and if we had the trains they would arrive in London in such a way that the whole working of the line would be put into a chaotic condition, and upset the whole of the Eastbourne, Brighton, and Hastings, and the main line traffic.

945. So that it is not only a question of the remunerative nature of the traffic; it is also a question of the physical impossibility of working the trains in and out with safety?—I think that is much the most serious feature, the impossibility of working the line.

Captain *Norton.*

946. Can you give me your opinion as an expert whether if the other railways in London, more especially the Midland and the London and North-Western, were to deal so generously towards the working men and others who are verging upon that definition, as you do towards them, that would greatly relieve the congestion in London generally?—Of course, there is the Act of 1883. I presume if a case can be made out in a certain district they could go to the Board of Trade and ask for a workmen's train, and I presume the London and North Western, the Great Northern, and the Midland and other Companies, have had many of these cases presented to them, and have been able to show that it would not pay them to put on a train, so that it would be difficult for me to answer that question. Personally, I should be very glad indeed to see a good many of the working populace who would find it a benefit to live on the northern lines.

947. But you are aware that, with the exception of the Great Eastern and the London and South Western, none of the other lines having termini in London do act as generously, they do do?—When you say act as generously, they do not have as many trains; but as to whether it is a question of generosity or merely because a demand exists in our case and does not in theirs, I am unable to say. I imagine all General Managers are somewhat akin, and that if a case is presented for a workmen's train, the Manager of the London and North Western Railway would see it in that light, just as I do in the South. You must bear in mind that we come into the heart of the City, whereas by the northern lines the workman is landed in the north-west district. It may be the fact that the workman finds our line much more accessible to his business. I am not sure that that has not a great deal to do with it.

948. But you are aware that there is little complaint by the working classes who live on your line as compared with the complaints of the working classes who live on other lines?—I must say that so far as we are concerned, I have not had any complaints. I really have not followed the complaints they have made to other railways.

949. Am I right in thinking that the class of men, the so-called working class men, who live on your line, are of a slightly different class from those who live on most of the other lines; that is to say, it is a very high-class working population?—Yes, I think we do get, as a rule, a better class.

950. And that the real working man lives chiefly at New Cross and Brockley, and that particular part?—Yes, that is where the poorest class live, undoubtedly.

Chairman.

951. Might I suggest that there are not many labourers?—That is so.

952. They are mostly artisans?—Yes, I think my friend, Mr. Gooday, deals most generously with the labourer.

Captain *Norton.*

953. And, broadly speaking, all who can afford to live in your district are fairly satisfied?—I believe so. I have not had a single complaint in the last twelve months, or letter, or petition, or anything. I imagine they are satisfied. They generally do make themselves heard.

954. And you also, if I am not mistaken, issue a special

Captain *Norton*—continued.

a special class of season ticket, at a very low rate, to people who live at Croydon and places of that kind?—Yes, we issue a very cheap third class season ticket really in those districts which you have mentioned. At New Cross, Brockley, and Honor Oak Park we issue workmen's tickets, which work out at a very cheap rate taken over the year.

955. And a higher class of workmen, tailors in the West End and others, who live in your district are able to avail themselves of the season tickets, and therefore there is not quite the same demand for workmen's tickets as there is on other lines?—Possibly. Our season ticket rates are low undoubtedly.

956. Do you think it would be quite impossible to have some definition of a workman, so as to prevent others who are practically not entitled to the tickets taking advantage of them and crowding the workmen's trains, and that by that means there would be practically comparatively little loss to the companies?—I think there would be great difficulty. I would rather leave that to the Committee. I think the probability is that they would have great difficulty in discriminating.

957. You spoke of France. Are you aware that in France they have a system whereby the companies only issue what are known as workmen's tickets to men who pay less than a certain tax to the State?—Yes, that is so.

958. It works admirably so far as they are concerned?—Yes, but it embraces a very large number of people, of course. But, as I said before, in France, of course, the Government undertake a certain responsibility, and therefore they can exact their own conditions. The railway companies have nothing to say.

959. If such a thing were possible in this country it would assist all classes of working men, both high and low, and at the same time prevent too great a burden being thrown upon the shareholders?—Yes, if there was a Government guarantee, you mean.

960. That is going a little further. Are you aware that in the last 10 or 12 years flat or zone fares have been brought into operation in Hungary with great success so far as the railway companies are concerned?—I have heard that zone fares were brought into operation, but as regards their success I am not in a position to speak.

961. That there has been a vastly increased traffic?—I believe the service was very indifferent before, and that possibly may account for it. I have not followed it out.

Mr. *Sheehan*.

962. You have stated that so far as you know no representations have been made to you as to any necessity for additional trains?—I did not say that no representations had been made to us, because many representations have been made; but we have either been able to meet them by arrangement through the Board of Trade, or we have conceded them before going to the Board of Trade. But many of the additional trains which we have put on in the last 10 or 12 years

Mr. *Sheehan*—continued.

are owing to representations which have been made to us.

963. Within a period of 10 years I understand from you that you have practically doubled the number of workmen's trains?—Yes.

964. Because of the growing necessity on the part of workmen?—Yes.

965. Is that necessity still growing?—Not to the same extent.

966. Do you belive that if greater facilities were extended to bring in workmen at a later hour there would not be a greater number of workmen passengers travelling by the later trains?—I do not think so, because the 10 mile zone has now become so congested that it is impossible for a workman to be housed. He has to go outside, and there is no accommodation for him outside the 10 mile zone.

967. You stated in your original evidence that you have never tried to make any classification of workmen, because it would be quite impossible?—I do not say it would be quite impossible, but we consider that it would not be practicable.

968. But you stated that if you had a sufficient Government guarantee you might find it practicable?—If the Government defined a workman, was the question asked, in the same way as they do in France; and I understood if they also made up any deficit, then there would be no difficulty; but I think there would be great difficulty to the railway companies, and the probability is that we should be at litigation the whole time.

969. You believe that there is a substantial loss in the running of workmen's trains at the present moment?—I am quite sure of it, on the figures which I have given you.

970. Have you made any distinct calculation as to whether the remission of the passenger duty compensates for that loss?—No, I have not; but I know generally that the amount that we receive in passenger duty would not in any way compensate us.

971. It is a general deduction of yours?—Yes.

972. You have not calculated the matter out?—I have not. Did I rightly understand you to say that the Government duty should be given back wholly to the railway companies or go to the public?

973. What I asked was whether the remission of the passenger duty at present compensated for the loss that was incurred, or did not?—But is that remission to go into the pockets of the railway companies or to be given back in a reduction of fares to the public?

974. I asked you whether, according to the existing arrangement, the remission of passenger duty was a sufficient compensation for the loss on workmen's trains?—No, certainly not.

975. You stated that there is an overcrowding in the later trains and a considerable congestion of traffic by the later trains at the present time, although the earlier trains are not quite filled?—That is so.

976. Do you not believe that by an extension of the time limit, say by half an hour, that congestion would be considerably relieved?—Oh, no, it would be accentuated enormously.

977. What

Mr. *Sheehan*—continued.

977. What reason have you for arriving at that conclusion?—You have been told that a great number of workmen are desirous to extend the hours of workmen's trains because certain classes of workmen now do not want to get to their work till half-past eight and some not till nine, and that the churches are crowded, etc. Of course, the whole of those necessarily would travel by the latest trains.

978. But congestion is caused, is it not, at the present time by the fact that they must travel by trains arriving at an earlier hour?—Yes; but we say that if this extension of time was made it would not affect the present workmen, but it would affect all the body of clerical and other labour coming into the City between eight and nine o'clock; it is not only the workmen, it would apply to everyone coming into the City, because from eight to nine o'clock is our busiest time.

979. Would it not bring more business to the company?—I would not undertake to carry on the business of the railway in that case.

980. It is working smoothly at the present time, is it not?—More or less. It is with the greatest difficulty that we can get through our business now. We do get through it, but at the same time we have a great deal of difficulty in carrying it out, and we cannot get another train in.

981. You have considerable competition with the tramway service and other railways in the New Cross direction, have you not?—There is certainly competition.

982. Does that affect in any way the fares charged by your company to workmen?—No, it does not. I am afraid I have not studied that matter very closely. We are carrying as many people as we can carry, and therefore I have not studied the question of the fares.

983. You believe that when you have the Victoria improvements and enlargements made you may be able to afford a better service for workmen within reasonable limits?—I said that undoubtedly within reasonable limits we might perhaps add two or three trains. We shall have accommodation, perhaps, for another dozen or so trains, and it might be possible to bring in two or three workmen's trains in the early hours of the morning, between seven and eight o'clock.

984. But would it be possible to bring them in after eight o'clock, so as to arrive before nine?—If we did that it would be to punish the rest of the travellers. If we bring in workmen's trains between eight and nine o'clock it would simply be at the cost of the other travelling public.

985. But do you believe it would also be at the cost of the shareholders of the company?—Certainly.

986. What ground have you for stating that belief?—Because if you bring a train into London which is paying on an average 1·69*d.*, you do not get the same return as you do from a train which is paying on an average 7·29*d.*; that is a very simple calculation.

987. But it would be merely problematical what you would derive by increasing your service beyond the 10 mile zone?—It is not at all problematical. As I said before, we feel and we know that many districts down our railway are quite undeveloped because we are quite unable to provide a train service. If we could give that train service we are certain that we should fill those trains with people who would pay a much higher average rate than the workman.

Mr. *Sheehan*—continued.

Mr. *Nannetti.*

988. I take it from your evidence that you consider that your company have given every facility that can be given to carry the working classes?—With our present accommodation I do not really see how we can give any additional facilities.

989. I take it that your company have carried out the spirit and intention of the Act of 1883 so far as it is possible for you to do so?—I think that the agreement with the County Council shows that they are satisfied that we have done so.

990. Does it suggest itself to you that the fact of your carrying out the spirit and intention of the Act has been the means of creating this congestion which you speak of on your line?—Yes, I think it has added enormously to it.

991. What I want to lead up to is this: That if the other railway companies having termini in London carried out the spirit and intention of the Act the congestion that you complain of now would be lessened?—I hope so, because I hope the working man is not going to increase so rapidly in the future as he has in the past, otherwise it will be a very serious question for labour.

992. But the point I want to get at is this. You admit that you have carried out the spirit and intention of the Act of 1883?—Yes.

993. And the result of your carrying it out has been to cause a congestion on your line in consequence of people taking advantage of the facilities which you offer?—Yes.

994-5. What I am leading up to now is, that if other railway companies having termini in London were to carry out in the same manner the spirit and intention of the Act, that congestion would be lessened not only with you, but in other parts of London.

Mr. *Galloway.*] I submit that the witness ought not to be asked to agree to the statement that other railway companies have not carried out the spirit and intention of the Act.

Mr. *Nannetti.*

996. I will put the question in another way: Have you read the evidence which has been given by the previous witnesses?—Yes.

997. Have you seen the statement which has been made in evidence, that certain railway companies are only running 5, 15, and 20, up to 100 workmen's trains?—Yes.

998. You are carrying out the spirit and the intention of the Act?—Yes.

999. I ask you, in view of that evidence which has been given, if the other railway companies had carried out the spirit and intention of the Act in the same manner as you have carried it out, would that tend to relieve the congestion that has occurred through workmen taking advantage of the facilities which you offer, to live in your district?—I am afraid that is rather a

Mr. *Nannetti*—continued.

delicate question for me to attempt to adjudicate upon. As I said before, when the question was put from the other side of the table, I imagine that my colleagues on the northern railways have been approached in the same way that I have for additional facilities for workmen, and I imagine that those representations have been heard by the Board of Trade, and the Board of Trade have been satisfied that there was not a case for additional trains.

1000. May I put another question bearing on the same point. Do you consider it fair to the company of which you are Manager, that complaints should be made that you are not running a sufficient number of workmen's trains, when other railway companies are not giving equally good facilities to those which you are giving?—If it can be shown that other companies are not carrying out the spirit of the Act, and are not giving trains when there is a demand for them, then I should say certainly that it was most unfair to our company.

1001. Then I take it that I have received from you a statement that you consider that other railway companies should carry out the intention of the Act in the same spirit as you have carried it out?—I think it will be very unwise and very foolish policy on their part not to do so.

1002. You stated that you are running your workmen's trains at a loss. Have you based your calculation on the trains coming into London, or is it both on the trains coming in and the return trains that your calculation is based?—The calculation is made on the actual number of miles run by these workmen's trains, including those coming in and those, in many cases, going out empty, being put away into sidings, and so on—the mere trains which come into London at an early hour, say between half past 4 and half past 5 in the morning; there is no business for them to go out, and they have frequently to run down to depots and be placed on one side until they are required. So that my calculation is based on the actual number of miles run.

1003. Have you taken into consideration that the majority of the people who avail themselves of the workmen's trains go back in trains carrying other passengers as well?—Yes, I have taken that into consideration.

1004. Consequently you have made a calculation to give them the benefit of that?—Yes.

1005. Is not that against the workmen altogether?—We have taken a moiety of the receipts, as the morning trains only earn half the gross. We allow the workman, in fact, to go back all day long.

1006. For your own benefit?—Quite so.

1007. Because it is no use to run the trains back empty, and they help to fill them?—But you could not keep a train all day long merely to take the workmen back at night.

1008. That would not be business?—But very often the train is not required.

1009. In calculating this loss which you make on workmen's trains, have you taken into consideration the fact that besides the workmen who travel by them, their families live in these districts and they must also be a means of providing

Mr. *Nannetti*—continued.

revenue for your company?—Yes, no doubt they provide a certain revenue.

1010. They provide a revenue by utilising your railway in the way of general traffic?—I have not got any statistics, but I do not think that class of people travel as much as the generality of the public.

Chairman.

1011. I think Mr. Nannetti means that they provide a revenue to the company in the way of conveying coal and provisions and things of that sort?—No, they do not in the slightest degree; because everything that the workman consumes is taken down by road; we do not get the coal, and so on; it is carted. They all live on our line within the six or seven mile zone, and we do not get any revenue from that.

Mr. *Nannetti.*

1012. You stated that you had carried over 8,000,000 passengers?—8,750,000.

1013. Practically 9,000,000 people?—Yes.

1014. Out of that 9,000,000 surely one-third of these people would utilise the trains in some portion of the year; and do you not get a revenue from those people by doing that?—Undoubtedly, whenever they utilise the trains we get 1·69*d.* out of them, as against 7·29*d.*, which we get out of the others.

1015. I am not talking of those at all. You carried 8,000,000 people for 1·69*d.*—Yes.

1016. I am talking of the wives and families of those people who may have business in London and have to utilise the railway. You charge the full fare to them?—Yes.

1017. Do you not get the advantage of all that mass of people who are living in the district where these workmen live?—No doubt whenever they do travel, unless they come up by the trams, as a great many of them do.

1018. Is not that to be taken into consideration in the matter?—I should think that a great many of them come into London by the trams. They have more time, and they find it cheaper, because they do not have to get to London by a fixed time, and they take the tram. But no doubt there is a certain revenue to be derived from the families of the workmen.

1019. You say that the last train is crowded; that would be at 7.30?—From 7.30 to 8 o'clock.

1020. But you do not run up to 8 o'clock?—Yes, we have trains stopping within four or five miles of London up to 10 minutes to 8 o'clock.

1021. That is the train which you think is congested?—Yes, most crowded.

1022. If you extended the hours, say to 8.30 or 9 o'clock, many of the people who are forced to avail themselves of workmen's tickets and have to utilise those trains would come on the others, and would in that way relieve the congestion?—You would undoubtedly get a relief between 7.45 and 8 o'clock, but you would get a much greater congestion between 8 and 8.30.

1023. I presume that the workman has to start his business at various hours, but I understand

Mr. *Nannetti*—continued.

stand that the majority start at 8 o'clock?—I am told, and I am sorry to see it in the evidence, that some of the workmen start as late as 9 o'clock.

1024. A certain class of clerks?—Is not a clerk a workman?

1025. I presume that he is; he has to earn his bread as well as other men, and he comes under the definition of the working classes. You have no definition of what you consider a workman?—No, we do not attempt to define.

1026. Then why do you take exception to clerks?—I do not object at all so long as you do not throw the burden on the unfortunate railway shareholder.

1027. I ask you whether you have a definition of workmen?—I am not a political economist, and I am not here as such; I simply tell you that if I am to carry clerks as workmen you must come and assist me, because I cannot carry on my business.

1028. I am here to question you, not to assist you. You have stated that you are so congested at Victoria that you would not be able to run another train, and that you are very anxious to run trains 20 miles out?—When we have our enlargement scheme carried out at Victoria.

1029. But you stated also that in those districts, the names of which you mentioned, and with which I am not familiar, at present the people are not there?—That is so.

1030. Then why do you require to run trains for people who do not live in the districts?—We think that if we give a train service the people will very soon come and live there, and we trust you will go down and have a look at the districts.

1031. Your idea, then, is that you would like to develop those districts?—Yes, that is our business.

1032. Have you read the evidence of other witnesess who have stated that it is not the duty of railway companies to develop districts?—Whoever said so must excuse my saying that I do not agree with him. I think it is the business of a railway company to develop remunerative districts.

1033. I am very glad to hear that you agree with that?—Certainly. I have just told you what we propose to do.

1034. You alluded to the French case, and you stated that the Government had to pay a great deal of money in consequence of the loss that was occasioned?—Yes, on the Western of France for working.

1035. Were they all workmen who had come from the district you alluded to?—No; I said that the Government had to make up a very serious deficit, and that it is a remarkable fact that the Western of France, which is the poorest line and the line which calls upon the Government to pay the greatest amount, is the line which gives the greatest facilities to workmen.

1036. But the inference I took from that was that because the workmen travel on that line the better class of people would not live on it?—That is so.

1037. Do you think that the British working man is so repugnant that the better classes will not travel in the same carriage with him?—I did not say that he was repugnant; I simply said that he caused a very great congestion, and that if you have to provide trains for workmen in such quantities you are unable to provide trains for people who would live further down the line, and that is why they do not go down there. It is a question of service.

Mr. *Nannetti*—continued.

1038. Then one final question: can you make a suggestion in any way to the Committee by which we could define what should be a workman? For instance, if I might put it in this way: supposing a suggestion was made that employers of labour or trade organisations should give to the various railway companies some guarantee whether the passengers were workmen or not, would it not be possible for the various railway companies in that way to solve the difficulty which has arisen of various people travelling indiscriminately?—But what are we to have—a guarantee from these various associations that the men are working, or a certificate?

1039. Would it not be sufficient if they had to show their trade cards, for instance?—When you have 8,750,000 people to deal with I am afraid it would involve a great deal of clerical labour and control. I do not think that your suggestion is a practical one.

1040. Perhaps it is not. You cannot offer one yourself, anyhow?—I cannot. That is why, up to a certain hour, we do not attempt to discriminate.

Sir *Harry Samuel.*

1041. It appears to me that you, as a General Manager, feel that you have certainly three duties to perform: your duty to your shareholders, your duty to what I should call the better class traveller, and also your duty, under the Act, to workmen?—Yes.

1042. Therefore you have to bring into Victoria a certain number of trains of a different class?—Yes.

1043. You can only bring in a certain number per day?—Yes.

1044. Therefore, under the circumstances, you do not feel that you can bring trains into Victoria to carry workmen who do not exist; in other words, to develop a district in which workmen might live, but do not live already?—I think, probably, I should get "sacked" at the end of the year if I did. I should have my directors get rid of me immediately.

1045. You are perfectly prepared to do your duty and to supply, so far as you can, the wants of working men?—I have said that to meet any reasonable requirements of working men there is no doubt that with the additional accommodation at Victoria we shall be able to provide a certain number of additional trains.

1046. And, of course, to meet the requirements of working men, you have to bring in a particular class of train entirely for them?—Yes.

1047. It is not that anybody objects to travelling with the working men or in workmen's trains, but that you cannot bring a sufficient number of trains into your terminus of one particular class?—That is so.

1048. It has nothing to do with the particular class.

Sir *Harry Samuel*—continued.

class of people travelling in the trains?—Not at all; I hope I have not suggested anything of the kind. We all have to do business with working men, and we all wish to do the best we can for them. It is merely a question of insufficient accommodation, and not any objection to workmen themselves.

Chairman.

1049. Only one question in conclusion. I have noticed that throughout London we have complaints that postmen are unable to get quite early to London. Have you had complaints to your company as regards the postal servants, who, I think, have to get to their work rather early?—Yes, and we have given a very early train for the postmen. You see, we have the big new postal sorting office at Addison Road, Kensington, and we run a service of trains for those sorters.

1050. Could you give us the hours?—The first train I find we run into Kensington arrives at 5.50, another one at 6.16, and another at 6.49.

1051. And that meets the requirements of the Post Office?—Yes.

1052. And they are quite satisfied?—Quite satisfied. We have a great number of postal officials living on our line, and I may say that most of them take out season tickets.

Chairman—continued.

MR. FREDERICK WILLIAM CAPLE, called in; and Examined.

Chairman.

1053. You come to speak on behalf of the postmen?—Yes.

1054. You represent the Postmen's Federation?—Yes.

1055. You have heard what the last witness has said as regards the sorting offices at Addison Road?—Yes. I may say that Addison Road is not a sorting office; it is the new Post Office Savings Bank. It is not postmen at all; it may be girl Bank. It is not postmen at all; it would be Clerks, Females, Porters, or boys who go to work early, but it is not postmen or sorters, who use those trains, as they are not early enough for us.

1056. Which are the postmen for whom you speak?—The London postmen. There are comparatively few at Addison Road; the majority are at the chief office.

1057. How many are employed there?—1,200.

1058. At what time do they start work?—900 of those would be employed at five o'clock in the morning, but there is also from 200 to 400 at other large district offices, and Mount Pleasant Depôt, who require early trains.

1059. And what accommodation do they have?—The only accommodation that they have got at present is by three companies running into London.

1060. Would you give us the names of those three companies?—The Great Eastern, the South-Eastern and Chatham, and the London and South-Western.

1061. You suggest that the Great Northern Company should also give facilties for postmen?—Ye have had great difficulty with the Great Northern Company.

1062. What do you want the Great Northern to do?—We want a train to arrive at Moorgate Street by a quarter to five.

1063. Where from?—Wood Green would be the principal place; to start from Wood Green and serve all stations up.

1064. And how many of your postmen live in that district?—I may say that I had 183 signatures of residents on that line who would use the train.

Chairman—continued.

1065. Which train do they use now?—They come by tram.

1066. So that there would be over 100 men who would use the train?—183.

1067. All from Wood Green?—The bulk of them would come from Finsbury Park..

1068. Finsbury Park is well served by tramways, is it not?—It may be so, but these men have to walk a considerable distance to Finsbury Park, and there is not always accommodation for them when they get there; so that they possibly have to walk the whole of the journey and lose their time. The tram accommodation is not sufficient.

1069. What is the distance from Finsbury Park to the General Post Office?—I see the distance is given as under five miles.

1070. If you take the tram from Finsbury Park to Moorgate Street, the man would have to walk to Finsbury Park, and have another walk from Moorgate Street to the General Post Office?—Yes.

1071. How far would that be, from Moorgate Street to the General Post Office?—He would have another ten or fifteen minutes to walk.

1072. A good ten minutes and nearly fifteen?—Yes.

1073. There is a new Tube Railway, is there not?—Yes.

1074. Do they run an early train?—No, they do not.

1075. When is the Great Northern earliest train?—The earliest train arrives at Moorgate Street at 5.10.

Colonel *Lockwood.*

1076. Is that the North London?—No, the Great Northern.

Chairman.

1077. Is there any other district in London where you want accommodation of the same kind?—I think it will be as well perhaps if I go through my statement.

1078. We are going to have another representative

Chairman—continued.

tative of the Post Office?—But he will represent quite a distinct class.

1079. I think it will be sufficient if you answer my questions?—I may say that the answer of the Great Northern Company as late as May this year was that the working arrangements of the Metropolitan Railway did not allow of the train being run.

1080. To Moorgate Street?—Yes.

1081. They would only be able to run it as far as King's Cross?—Yes, and that would be practically no use to us. So far as the number went it was not disputed. We had a case with the same Company before the Railway and Canal Commissioners, where the same difficulty cropped up of running over the Metropolitan Company's line, and Mr. Justice Wright did not like to say then what the number should be, whether it should be 100 or what kind of number would be a reasonable number. We consider that 183 *bonâ fide* residents would be sufficient.

1082. I do not think we need take any further evidence. I think it is clear that there is a sufficient number. Will you tell us of any other district?—The North London Railway has been appealed to, and that case ended in the Law Courts in a similar way. Justice Wright said that he thought a case had been made out from Dalston Junction by the two branches coming to Dalston Junction, but he did not think we had made a case out for any further, and he advised the railway company to try and meet our requirements. I may say that they have failed to do so up to the present time.

Mr. *Peel.*

1083. He made no order?—No, he made no order. I may say that in that case the number of passengers was shown in 1901, postal workers alone to be 196, on the two branches from Bow and from Chalk Farm. Then we have approached the Central London Railway for a train about half an hour earlier from Shepherd's Bush; and their excuse is, of course, that they have not sufficient time to do their repairs, on account of the line being differently constructed from any other railway, by electricity. I may say that the Great Eastern Company, which has been quoted so often as being most liberal to the working men, is only liberal on certain sections where Acts of Parliament have compelled them to be liberal. There was a letter forwarded to them this year, asking them to issue workmen's tickets by the early trains arriving before 5 o'clock; and the reply that we got to that communication with 300 signatures, was, that they could not accede to our request as the shares were considerably below par, and they were only able to pay a modest dividend of $3\frac{1}{8}$ per cent. We do not grant that we, as a body of workers, compelled to do our ordinary day's work at an earlier hour than ordinary workmen, should have to suffer under the Cheap Trains Act, on account of this particular matter of dividend for the Company.

1084. I think it would be more useful to you if you confine your evidence to your requirements?—Our requirement from the Great Eastern is that we should be allowed to have

Mr. *Peel*—continued.

workmen's tickets by the early trains arriving before 5 o'clock.

1085. From what station?—All stations; there are no workmen's tickets now issued by any train arriving at Liverpool Street before 5 o'clock.

Colonel *Lockwood.*

1086. Not the trains coming from the Walthamstow District?—They are half-fare trains. The first workman's train is the one that leaves Enfield about 5 o'clock.

Mr. *Gerald Loder.*

1087. What is the difference in cost by ticket between the half fare trains and workmen's trains?—The half fare would be practically double the workmen's fare.

Chairman.

1088. But these trains you are speaking of, run by the Great Eastern Company, do not fill up?—Yes they do; there are sufficient postmen to fill them. But there are the market workers that go to work in the various markets. The trains are full.

Mr. *Galloway.*

1089. What trains?—These early trains arriving before 5 o'clock are filled by Post Office officials and market workers.

Chairman.

1090. Have you any other railway company to mention?—The London and North Western Company does not run any trains for us whatever. I heard it in evidence to-day that the North Western and other companies do not run to the City. Possibly if this company ran the train through to the City, the same as they do from Willesden to the Mansion House, it would accommodate even Post Office officials; but we have not approached them because we have not yet had a demand in that particular district.

1091. Practically the only company you have got a demand from is the Great Northern from Wood Green and Finsbury Park?—Also the North London, Central London, and the City and South London has been approached; we have had a demand for them on the City and South London—that is, from Clapham Common, I should say, to the City; and we were met with a similar answer in that instance to that which we got from the twopenny tube.

Mr. *Galloway.*

1092. You said in your evidence just now that the Great Eastern Railway Company had been very generous, because it had been compelled so to be by Act of Parliament?—That is so.

1093. Is it your impression that the Great Eastern Railway Company, so far as workmen's trains are concerned, have only done just that which they were compelled by Act of Parliament to do, and no more?—And what they have been forced to since.

1094. Forced to by whom?—Representations.

1095. Representations

Mr. *Galloway*—continued.

1095. Representations from whom? — The Workmen's Trains Association and others.

1096. Do you suggest that the Workmen's Trains Association can force the directors of the Great Eastern Railway to do things if they do not think it will be in the interests of their shareholders?—They were forced to put on some trains by the Workmen's Trains Association on the Palace Gates line.

1097. But just let us see what your evidence means. By what power do you suggest that this association (I do not know what it is) that you speak of, but any association, can compel the directors of the Great Eastern Railway to do anything?—I have not said that they can compel them.

1098. Yes, you said that they were forced?—I said they had been forced to put trains on by representations which have been made; it has not been done willingly.

Mr. *Peel.*

1099. I just want to ask you, in both these cases of which you have spoken, do you say that representations were made in these cases that you complain of?—Yes, in all of them representation has been made, and in the whole of these instances I have quoted we have made representations to the Board of Trade.

Mr. *Peel*—continued.

1100. But were the representations under the Act or informal?—Under the Act.

1101. And the case was heard?—Yes.

1102. And in both cases the decision was against you?—The decision on the Great Northern case was on account of the objection of the Metropolitan Railway.

1103. But the decision was that your request could not be granted?—Yes.

1104. And those are the two main cases you have to complain of here?—Yes.

Chairman.

1105. There is just one question that I should like to ask you. Was your request to the Great Northern Railway Company made previous to the new tube railway that they have now got being opened?—No; the last request we made only this year. I have got the manager's reply.

1106. Was that request made to the Great Northern Company or to the new tube company?—I may say that I approached the new tube railway company from Finsbury Park, and the manager has never had the courtesy to reply to my letter. They have been approached.

1107. You have only approached them yourself unofficially?—Officially from my society.

1108. But it has never been taken up before the Board of Trade?—No.

Wednesday, 20th July 1904.

MEMBERS PRESENT:

Lieut-Colonel Bowles.	Mr. Nannetti.
Mr. Galloway.	Captain Norton.
Mr. Leverton Harris.	Mr. Peel.
Mr. Levy.	Sir Harry Samuel.
Mr. Gerald Loder.	Mr. Ure.
Mr. Lough.	Sir Thomas Wrightson

LIEUT.-COLONEL BOWLES IN THE CHAIR.

Mr. JOHN FRANCIS SYKES GOODAY, called in; and Examined.

Chairman.

1109. You are the general manager of the Great Eastern Railway?—I am.

1110 And you were formerly General Manager of the London Brighton and South Coast Railway?—I was.

1111. You have come to give us evidence with regard to the way in which the Great Eastern Railway Company deal with the question of workmen's trains and cheap fares?—Yes. I propose in my evidence to deal with the suggestions of Sir Francis Hopwood and Mr. Harper's evidence, but I would first like to refer to the questions raised with regard to the Cheap Trains Act of 1883. I agree with Sir Francis Hopwood that there was no bargain, but whether there was or not the public have had from the railway companies in the shape of reduced fares, more than the railway companies have gained by remission of duty. As regards the Great Eastern Company, taking the year 1902, which is the last period I have had worked out, the remission of duty amounted to 86,115*l.*, while the amount the Company would have received had they not reduced their fares would have been 98,822*l.* showing a net loss of 12,707*l.*, the estimated loss in this way from 1884 to 1902 being 211,698*l.* It must also be borne in mind that Section 6 of this Act provided for the conveyance at reduced fares of officers or men in the army, navy, reserve, auxiliary and police forces, and of their wives, widows and children, when entitled to be conveyed at the public expense, also for the carriage of baggage, stores, arms, ammunition and necessaries at reduced rates. What loss of revenue to the various companies this represents it is very difficult to estimate,

Chairman—continued.

and of course it varies with different companies. In the case of the Great Eastern, I estimate the loss to be about 7,200*l.* per annum, but in the case of some of the other companies it must be very much more. I am aware that it may be urged that the railways would not have had so great a volume of traffic if the fares had not been reduced; but this is a matter open to argument, and it is indisputable that the Great Eastern have spent a very large amount of money to deal with this increased traffic which they would not have spent had they received the higher fares on a smaller traffic; therefore the net result would probably have been more beneficial to the shareholders. For instance, I would refer to the enlargement of Liverpool Street Station in the year 1894, which cost 1,200,000*l.*; the widening of the lines to Romford and Hackney Downs; also the Blackwall Railway to Stepney, which cost 2,000,000*l.*, and the alteration of the suburban carriages to take six a side, which has cost 151,000*l.* Further, the Company are now in process of reboilering the suburban engines to increase their power and enable them to haul longer trains, for which the platforms will have to be lengthened, the cost of these two latter operations for the Walthamstow and Enfield lines, which carry the heavy working class traffic, being about 50,000*l.* I think, therefore, that it is most unjust to the railway companies to urge that they ought to carry workmen at unremunerative fares in consideration of the supposed benefits which they have received under the Act. Indeed, there is in my opinion no reason why workmen, more

Chairman—continued.

than any other class of the public, should be carried by commercial companies at a loss.

1112. I believe you desire to make some remarks upon the suggestions of Sir Francis Hopwood?—If you please. With regard to (1) fixing the hour of departure for the latest workmen's trains coming from suburban stations, I may say that the two lines on which the Great Eastern carry the bulk of their working-class traffic, on which 2*d.* fares are in force, and with regard to which the majority of applications to the Board of Trade and the Railway Commissioners have referred, are the Enfield and Walthamstow branches, and in my evidence I propose to deal with these as typical working-class lines. The distance from Enfield to London is 11 miles, and the distance from Wood Street (the furthest of the Walthamstow stations) is 7 miles, and from these and intermediate stations the Company have in force 2*d.* fares by trains arriving in London before 7 a.m., 3*d.* fares by trains arriving in London before 7.30 a.m., 3*d.* fares by two trains from Edmonton, ordered by the Railway Commissioners, arriving in London at 7.33 and 7.45 a.m., and haf-fare with 4*d.* minimum by trains arriving in London before 8 a.m.; and although Mr. Harper, in his Table "A," has made a distinction by calling the 2*d.* and 3*d.* fares "workmen's", and the others "cheap" fares, he admitted that all these trains might fairly be called "workmen's" trains (See question 131, page 26 of his evidence.) At present the pressure on these branches is in the last trains, arriving respectively before 7, 7.30 and 8 a.m., and I have no hesitation in saying that if the 2*d.* fares were made available even up to 8 a.m., it would be impossible, apart from any revenue considerations, for the Company to deal with the traffic; for, as Mr. Harper indicates the earlier trains would be comparatively empty, and the bulk of the traffic would be thrown on the last cheap trains. (See questions 5063, 5069, 5122, and 5198 of Minutes of Proceedings before Royal Commission on London Traffic.) In fact, if this were not the result of adopting the suggestion, the alteration would be uncalled for, as the ground of the demand is that it is unfair to compel workmen to come up earlier than their work really requires; and therefore it is evident that the effect of the reduction would be to draw them from the earlier into the later trains. As indicating the necessity of the present system of different fares at different hours, Mr. Harper on one occasion went so far as to say that as a result of their present system the overcrowding on the Great Eastern line is much below the average, although it serves the most densely populated areas. The Company now carry from Walthamstow alone in the last quarter of an hour before 7, 7.30 and 8 a.m., about 2,200, 1,400 and 4,900 passengers respectively, and if all these wanted to travel in the last quarter of an hour before 8 a.m. it is obvious that it would be impossible to convey them; while if they were allowed to travel up to 8.30 a.m., as suggested by Mr. Harper, the congestion with the people now travelling at full fares would be such as I do not like to contemplate; and if the time were extended to 9 a.m., as demanded by Mr. Cleophas Morton, the impossibility of dealing with the traffic becomes more manifest. In fact, if such regulations were put in force I should have to cast the responsibility of ensuring the proper working of the traffic and the safety of the public upon the Board of Trade or other body who imposed such an obligation. The number of trains arriving at Liverpool Street in the last quarter of an hour before 8 and 9 a.m. is nearly one a minute, and it would be absolutely impossible to increase this number so as to deal with the increased traffic that would be thrown upon those times if the suggestions made were adopted. I can scarcely suppose that the suggestion is seriously made that everyone travelling up to 8.30 or 9 a.m. should be carried as a workman, although Mr. Harper supports this measure by stating that the railway companies do not discriminate in some of their workmen's trains between workmen and ordinary possengers. I have frequently consulted the other officers of the Company as to whether the Company ought not to put in force some system, even with respect to trains arriving before 7 a.m., to ensure that *bona-fide* workmen only should travel by them, but this would be an expensive and troublesome matter, estimated to cost the Company some 2,000*l.* or 3,000*l.* a year, while from my own observation, and the reports of the Company's officers, I believe that there are not a sufficient number of passengers travelling by these trains who ought to pay full fare (not being workmen) to render such a measure necessary. As regards the two 3*d.* trains from Edmonton, ordered by the Commissioners, arriving in London at 7.33 and 7.45 a.m., it was recognised by the Commissioners that many persons who were not *bona-fide* workmen might travel by these trains, and it was agreed, therefore, that they should be confined to passengers who proved themselves to be *bona fide* workmen. The Company accordingly only issue the tickets for these trains in packets of 6 and 12, and require certificates from the applicants giving various particulars, which are verified by enquiry of their employers, to show that they are *bona-fide* workmen. Many of the firms of whom enquiries are made resent this; the system is not popular with the workmen, and it is difficult for the Railway Company to carry out. Were it to be extended, many difficulties would arise in working it. Furthermore, it is against the interests of men seeking work who have no employer to refer to. With respect to the pecuniary loss to the Company by allowing everybody to travel at 2*d.* fares up to 8.30 a.m. or 9.0 a.m., I have not had time to have figures worked out showing exactly what it would amount to, but I estimate that the amount would be very considerable and have a most disastrous effect on the Company's financial position. I contend that the companies could not fairly be expected to bear this loss, especially in the case of the Great Eastern, which for a long time paid no dividend to its shareholders, and now is only about a 3 per cent. line. I would further remark that to enable those workmen who do not require to arrive at 7 a.m. to travel by the trains due up to 7.30 a.m. would only necessitate an increase in their wages of 6*d.* a week, and to travel up to 8 a.m. an increase of 1*s.* per

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1*s.* per week; and I really fail to see why the railway companies should be asked to carry these workpeople at the reduced fares, instead of their employers being asked to increase their wages by these amounts. It appears to me that railway companies are not only expected by some people to reduce their fares in such a manner as will enable employers to pay low wages to their servants, but also to increase the value of property and the rents in the districts served by them. This is doubly unjust upon the railway companies, as their own servants live in these districts; and I have had cases where guards, signalmen, and others have complained that their rents have been largely increased owing to the demand created by the increased train facilities, and, in consequence, appeal to the Company for increased wages. One man stated that houses in Walthamstow let formerly at 6*s.* a week are now let to two families and bring in 12*s.* a week. Another stated that his rent had gone up from 4*s.* 6*d.* to 9*s.*,and to a new comer would be 10*s.* 9*d.* Other men living at Walthamstow stated that the increase was most noticeable after the all night service had been put on. This service is run by the Company at a loss of some 2,000*l.* a year. With regard to (2), that workmen should be allowed to use special cheap tickets by later trains, that I have already dealt with in my previous remarks as to the difficulty of ear-marking *bona fide* workmen. Coming to (3), interference by the provision of workmen's trains with a sufficient train service in the morning for other classes of travellers, I have already said that the extension of the time to 8.30 a.m. or 9 a.m. would not only interfere with the sufficient train service for other classes of the community, but would render the traffic absolutely unworkable. As to (4), a definition of "workmen" or "workwomen," i.e., those entitled to workmen's train fares, the Company have had a good deal of difficulty with regard to this question. The Great Eastern Act of 1864 specifies labouring classes as artisans, mechanics, and daily labourers; and when various cases have arisen I have dealt with them on what I consider fair and liberal basis my opinion being that all persons engaged in manual labour who are paid a weekly wage not exceeding 30*s.* fairly come under the definition of the Act. I quite agree that workwomen should be treated the same as workmen. As to (5): whether a fixed maximum rate can be laid down for workmen's trains in the Metropolis, and whether "zone" fares be charged, I cannot agree with Sir Francis Hopwood that "zone" or "flat" fares are an advantage, as I think they must be too high for the short distances, and too low for the long distances included in one zone, so that the inducement is greater than ever for passengers to travel by trams or omnibuses for short distances, and avoid the railway. There is also a great inducement for passengers to crowd the line unduly to the edge of the zone for the sake of the cheap fare, from which point they reach their destination by other means, and the trains would run on empty. Dealing now with (6), the question of securing from railway companies uniformly the right of return, with workmen's tickets, by any and what trains the Great

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Eastern Company allow workmen to return (except on Saturdays) by any train after 12 noon up to 4.30, p.m. after which the holders are restricted to certain trains up to 8.55 p.m.; but I think the arrangements should depend upon the accommodation afforded by the stations and the traffic over the different lines, and that no uniform law is desirable. As to (7), the desirability of issuing batches of tickets in advance, and, if so, under what conditions, the Great Eastern already issue tickets in weekly and fortnightly batches. With regard to (8), whether railway companies should be called upon to provide a service of workmen's trains to sparsely-populated districts, and, if so, whether local authorities should contribute towards the cast, I consider that this would be obviously unfair so long as railway companies are commercial bodies. It would mean that money has to be taken out of the pockets of the shareholders to benefit the landowners and the speculative builders in certain places. As regards local authorities subsidising railway companies, this is a matter of public policy, but at the same time it must be borne in mind that if local authorities contributed to the expenses of such trains by raising the rates, the railway companies would have to bear a large share of the increase. They are already heavily burdened in this direction the rates and taxes paid by the Great Eastern Company having gone up from 87,952*l.* in 1883 to 301,595*l.* in 1903, a percentage increase of 243, while the Company's net revenue has increased during the same period 43 per cent. only.

1113-14. You now wish to deal with Mr. Harper's suggestions at page 20 of his evidence? —Yes. His suggestions were as follows: (1) That on all railways open for traffic the tribunal should have power to order, on such conditions as they see fit, the running of trains at suitable times during the hours when workmen are likely to travel to and from their work. In reply to that, I may say that the existing tribunal has power under Section 3 of the "Cheap Trains Act" to impose the running of trains up to 8 a.m., which is all that can reasonably be asked. (2) That all trains except express trains arriving at any London terminal station up to 8.30 a.m. shall be available for workmen at workmen's fares from and to all stations within 20 miles of the terminus. I have dealt with this question in my comments on Sir Francis Hopwood's first suggestion. (3) That all outward trains except express trains starting from any London terminal station up to 8·0 a.m. shall be available for workmen, at workmen's fares, from and to all stations within 20 miles of the terminus. I may say that the Great Eastern already issue half fare tickets outwards by trains due to reach certain stations before 8 a.m. There can be no real reason for the proposal, the whole object in issuing workmen's tickets being to enable the workmen to live in the suburban districts instead of the crowded districts of London. If, therefore, workmen's fares are available from London, it will be an inducement to overcrowd the already congested districts. I have already dealt with (4), that workmen's tickets shall be available for return

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by any train carrying third-class passengers. Then as to (5), that the return fares for workmen's tickets shall not exceed 2*d.* for ten miles, 3*d.* for 10 to 15 miles, and 4*d.* for 15 to 20 miles, I am of opinion that this would be absolutely unremunerative. It is unfair that the railway companies should be asked to accept these fares for the benefit of the land-owners, employers, etc. It has been repeatedly stated that the Great Eastern have found it remunerative to carry workmen from Enfield and back (a distance of 22 miles) and Walthamstow and back (a distance of 14 miles) for 2*d.*; but as this is not the fact, I wish to explain the exact position of the Great Eastern Railway. The Company had imposed upon them by their Metropolitan Station and Railways Act of 1864 the duty of carrying workmen at 2*d.* fares from Walthamstow and Edmonton up to 7 a.m. in consideration of their not being called upon to re-house the working classes they displaced by the building of Liverpool Street Station; and it is argued that they found these fares remunerative because they increased the number of trains and do not restrict them to workmen only. Mr. Harper, on page 15 of his evidence, stated that the Great Eastern Company made a profit of 11½d. per train mile; he has, however, overlooked the return running involved in the working of these trains. The facts are as follows:—The receipt per train mile of these trains at the present time is 3*s.* 3·2*d.* In calculating this figure I have taken into account the whole of the traffic carried both ways in the trains in order to arrive at an absolutely correct figure. As regards the working expenses, it has been accepted by the Railway Commissioners that the expense of working in the suburban districts of London is far greater per train mile than the average for the whole line (which for the year 1902 was 36·13*d.*) owing to the following causes:—short sections, shorter hours of labour, higher rates of pay, heavy train loads, and frequent stopping, increasing consumption of coal, short mileage worked by engine-men, greater cost of coal in London, heavier rating, and larger number of stations. It is estimated that the additional cost represented by these items is 21·12 per cent., or a total of 3*s.* 7·76*d.* per train mile. I can give details, if necessary, but the facts already stated disprove that the workmen's trains pay *per se.* Although I have given 3*s.* 7·76*d.* per train mile as the cost of running workmen's trains in the suburban districts, I consider that this is rather under than over the actual cost, there being other items which it is impossible to estimate. For instance, the working class traffic is confined to a short period, say two hours in the morning and two hours in the evening; and for the pressure at these times it is necessary to provide trains, some of them consisting exclusively of third-class carriages, which are idle during the remainder of the day, the capital represented by them being largely unremunerative, and the earning power of the rolling stock being less than that of the stock employed in ordinary working. The Railway Commissioners, in April, 1899, imposed upon the Great Eastern Railway the

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obligation of running two 3*d.* trains from Edmonton, arriving in London between 7.30 and 8 a.m., as already stated, and to do this the Company had to provide two trains consisting exclusively of third-class carriages, which only worked one trip each of 8¾ and 11 miles respectively per day. I have had particulars of other trains prepared which I consider fair specimens, and the result is as follows:—

Specimen Trains.	Passenger miles run.
Third Class Workmen	47¼
Ordinary „	58¾
Ordinary train run morning and evening only	73
Ordinary train run all day ...	259

The capital expended in providing sidings for the trains during the time they are idle ought also to be taken into consideration, although it is impossible to estimate exactly how much should be attributed to this particular traffic. The excessive rating in districts inhabited by working classes should also be borne in mind, being heavier than the average for the suburban district, and is a great burden upon the railway.

	s.	*d.*	
Average rate for the whole line ...	5	0	in £
„ „ „ Suburban area ...	8	0	„
Edmonton rate	10	5	„
Walthamstow rate	9	9	„

This arises from the fact that the parishes are over-run with small dwellings, upon which a loss is made, and parochial expenses have to be met by greater taxation on those who own more valuable property. In this connection I desire to quote from the evidence given by J. W. Dunford, Chairman of the Highways, Works and General Purposes Committee of the Walthamstow Urban District Council, before the Committee of the House of Commons, on the City and North-East Suburban Railway Bill, Session 1903, Mr. J. Compton Rickett in the chair. "(1964) (Q.) Do you think it possible to run mixed trains, then? (A.) Yes, we want mixed trains. In my opinion it is absolutely essential that we should have mixed trains, and a fair sprinkling of all classes; and I will tell you my reason for saying so. At the present time we have, taking the figures for 1901–2 in the district, 18,600 houses, and out of that number 15,000 houses are unremunerative from the District Council's standpoint, that is to say, that a house assessed at less than 16*l.* a year is unremunerative to the District Council. (Q.) Then you have attracted a population of that type, and now that you have got them you find them unremunerative, and you do not want exclusive railway accommodation for them, nor do you wish for a further development of that class? (A.) We want a fair sprinkling of the class that will take a house which is assessed at over 16*l.* a year. (The *Chairman*): Could you explain your answer, that

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that you do not gain anything or that you lose money on houses below 16*l.*? (A.) Certainly. The number of houses in the district in the year 1901–2 was 18,600; the number of houses assessed at 13*l.*, or rented at 9*s.* 6*d.* per week, and each bringing in on a 3*s.* 8*d.* rate 2*l.* 7*s.* 8*d.*, is 11,654, that is what it brings in on a 3*s.* 8*d.* rate. Now, the number of houses assessed at 16*l.*, or rented at 11*s.* 6*d.* per week, and each bringing in on a 3*s.* 8*d.* rate 2*l.* 18*s.* 8*d.*, is 3,421. (Q.) You mean that if you had a certain number of houses of a higher rateable value your income would be larger? (A.) That is so. (Q.) You do not mean that you do not have a contribution of houses of 16*l.*? (A.) Yes, that is what I mean. The total number of houses in the district under 16*l.* rating is 15,015. Now, the cost per house for sewering, scavengering, and all other purposes, exclusive of repayment of loans, is 2*l.* 7*s.* 9*d.*, and inclusive of loans is 3*l.* 0*s.* 11*d.* Therefore the District Council gets out of a house rented at 9*s.* 6*d.* a week 2*l.* 7*s.* 8*d.*, and it costs the District Council for administrative purposes 3*l.* 0*s.* 11*d.* As to the statement that indirect gain accrues I have had statistics prepared of the shop goods carried to these districts, and it

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is found that, owing to their proximity to London, practically the whole of such traffic is taken by road by the public carriers. It is evident that this must be the case if it is borne in mind that goods trains run by night, and therefore if goods traffic is to be sent down by a railway company it would have to be collected in London from the market or the wholesale dealers, carted to the railway station, loaded into trucks and taken to Walthamstow or Edmonton, and unloaded the next morning and carted to the consignees' shops; whereas a carrier can take it from the senders at any hour of the day and deliver it to the consignees within, at the outside, two hours, and a carrier can afford to charge much less than a railway company with its double cartage and extra handling. Take, for instance, a butcher. He can either send his own cart, or order by letter to the wholesale butcher in the morning and have the meat down in time for his customers' consumption the same day; whereas it would be a day later before he could get it by the railway. In proof of this, I find that, compared with other towns outside London, the results are as follows:—

Town or District.	Population.	Shop Goods.	
		Gross tonnage per annum.	Average per head of population.
			Tons. lbs.
Colchester	38,351	13,000	·339 = 759
Chelmsford	12,580	9,000	·715 = 1,603
Walthamstow	95,125	1,000	·010 = 24
Edmonton	46,899	250	·005 = 12

Practically the only permanent traffic is coal and coke, as building material traffic lasts only so long as the district is developing; and at the points in question a comparison shows that the quantity carried via Great Eastern is not so great as to provincial towns:—

Town or District.	Population.	Coal and Coke.	
		Gross tonnage per annum.	Average per head of population.
			Tons. lbs.
Colchester	38,351	69,000	1·799 = 4,030
Chelmsford	12,580	42,000	3·338 = 7,478
Walthamstow	95,125	61,500	·647 = 1,449
Edmonton	46,899	53,000	1·130 = 2,531
		Includes coal for supply of gas to district.	

With regard to Mr. Harper's suggestion (6) that railway companies shall be required to issue periodical as well as daily tickets for workmen, I have stated that this is already done. As to (7), that railway companies shall be required to issue workmen's tickets to workmen on the day previous to that on which they are to be used, I see no objection to this; it

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it is already in operation on the Great Eastern Railway. Then with regard to (8), that the companies shall keep published, by means of an adequate number of posters at their railway stations, full particulars of their workmen's train service and shall distinctly show similar particulars in their time tables, I see no objection to the provision of an adequate number of posters; it is already done by the Great Eastern Company. Dealing with (9), that a company shall be prohibited from imposing any condition in connection with the issue of workmen's tickets limiting its liability for compensation in respect of injury to a passenger travelling with a workman's ticket, I may point out that as regards liability, it has already been recognised that it is only equitable, if a railway company is compelled to carry a workman with a 2*d.* ticket, that the company should not be responsible to pay more than 100*l.* In my opinion a certain liability should be fixed for all passengers, and if anyone wishes to be compensated to a greater extent in the event of an accident they should insure. Passing to (10), that a tribunal shall have power to require any facility they may think desirable, either for the locomotion of workmen, for the relief of overcrowded districts, or for the development of suburban areas, not being less than those mentioned in the foregoing suggestions, I have already dealt with this point in my answer to No. 8 of Sir Francis Hopwood's suggestions with regard to the development of a district. As to (11), that the decision of the tribunal, whether it be a new locomotion tribunal for London that may be created, the Railway and Canal Commissioners, or the Board of Trade, on any applications under the Act, shall not be subject to appeal. I think that there can be no objection to appeal as at present existing against the Commissioners, especially as in most cases the London County Council, with their practically unlimited funds, take up the matter for the applicant; also, seeing that the burden entirely falls upon the railway company, it is only just that they should have the liberty to appeal. Finally, as regards (12), that the London County Council should have the power to make applications under the Act and to support them before the tribunal in regard to the service in any part of the area within 20 miles of the London terminus, I have to point out that the London County Council have always been permitted to do this.

1115. I think you wish to correct some statements made by Mr. Dew in his evidence?—At Question 692 Mr. Dew stated that the South Eastern and Chatham committee run 133 workmen's trains per day, and the Great Eastern 112; but in the 112 he only takes 2*d.* and 3*d.* trains, and not the 4*d.*, which are as much "workmen's" trains as those of the South Eastern and Chatham referred to, as admitted by Mr. Harper (see Question 131, page 26, of his evidence), and also by Lord Cobham in his judgment in the case of the London Reform Union and the Great Eastern Railway Company, on April 29th, 1899, when he stated, "The Railway Company are perfectly entitled to claim their later trains up to 8 a.m. as "workmen's trains," although they are run for the better-to-do workmen, with

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a certain admixture of clerks and others." According to the Board of Trade return the South Eastern and Chatham run 129 and the Great Eastern 215 workmen's trains. The Great Eastern have 90 stations within 20 miles of London (not 93, as stated by Mr. Dew, Question 699), and issue workmen's tickets from 71 stations (from or to 47 of them at 2*d.* and 3*d.* fares), whereas Mr. Dew in his evidence stated that workmen's tickets were only issued from 39 stations. The 3*d.* packet tickets on the Palace Gates line and by the two experimental trains from Edmonton are issued on Wednesdays and Thursdays (not Thursdays and Fridays); but on the Walthamstow and Edmonton branches workmen can obtain 6 or 12 tickets (2*d.*, 3*d.*, or half fares) on Saturday or Sunday in addition to the daily issue. The 3*d.* tickets referred to on the Palace Gates branch and by the two experimental trains from Edmonton are confined to *bona-fide* workmen, and the issue on Wednesday and Thursday is to enable the Company to make such enquiries as are necessary before the end of the week.

1116. I should like to know how you arrive at the second sum of 98,822*l.* in the second paragraph of your proof, as the amount which you would have earned last year if you had not reduced your fares?—We have very carefully calculated each fare that we have reduced between the various stations, and the result is 98,000*l.* For instance, supposing the fare was 1½*d.* a mile, we have reduced it by ½*d.*, and then calculated, on the number of passengers carried, that there is the loss of ½*d.* If the fare was 2*d.* a mile we have reduced it by 1*d.*, and so forth.

1117. Might I ask if the 7,200*l.* per annum in your next paragraph is included in that 98822*l.*?—No, it is not.

1118. The 98,822*l.* is in excess of the 7200*l.*?—It is in excess; it is the result of the reduction of the fares to the ordinary public.

1119. It is simply the reduction of fares?—Yes.

1120. In other words the reduction of fares comes to the sum of 98,822*l.*?—That is so.

1121. Then you say that the enlargement of Liverpool Street station in the year 1894 cost 1,200,000*l.* That work was not wholly done for the workmen's trains, was it?—I venture to say that it was wholly done for the suburban traffic. If we had not this large suburban traffic that we have to deal with, I may say positively that we should have been able to accommodate the increased long-distance traffic at a very much smaller cost, by lengthening the platforms or something of that sort.

1122. What I want to make clear is, that you have a very paying suburban traffic in first and second class season ticket holders, and it would not be quite fair to put that 1,200,000*l.* as representing the cost of the enlargement that you had to undertake to carry in your workmen's trains?—No, I would not say it is altogether for workmen's trains, but it is very largely for workmen's trains.

1123. Then

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1123. Then you suggested in your next paragraph that there is an item of 50,000*l.* for reboilering the suburban engines?—Yes.

1124. Might I suggest that those engines would be employed for carrying other trains besides workmen's trains?—I am afraid I cannot agree with you there.

1125. I only suggested it?—It is necessary to do this in order to provide for the heavy traffic at the crush periods.

1126. Is that for the workmen's trains?—For the workmen's trains and for the half-fare trains I hope you are not, in the workmen's trains, only including the 2*d.* and 3*d.* fares; because when I speak of workmen's trains, I wish to speak also of the half-fare trains up to 8 o'clock.

1127. The 4*d.* trains? -The 4*d.* trains. I think I may say if you call those workmen's trains, that this lengthening of the platforms and reboilering of the engines is for that traffic.

1128. But the traffic that you carry between 8 and 10 o'clock will not require enlarged platforms?—No.

1129. Might I ask you another question on that? Your traffic between 8 and 10 o'clock is not overcrowded, is it?—There are certain trains that are very full, but still I do not think it would be necessary to lengthen the platforms or strengthen the engines to carry that traffic. I think we could cope with it.

1130. Your present arrangements could easily carry that traffic?—Yes.

1131. There is a question I am going to ask you on page 2, which may bear upon some evidence that we are going to take the next time we meet, and it may be convenient for you to give an answer now. Do the two new 3*d.* trains from Edmonton stop at Hackney Downs?—Yes, I think they do; one travels via Stratford and the other stops at Hackney Downs.

1132. I am only anticipating what I noticed was in the petition which we are going to hear?—Certainly.

1133. One of those trains stops at Hackney Downs?—Yes, if they are the two what we call 3*d.* experimental trains you are referring to.

1134. The two trains put on by order of the Railway Commissioners, you mean?—Yes.

1135. And do the 2*d.* and 3*d.* trains, the 7 and 7.30, stop at Hackney Downs, or do they go from the low level at Edmonton?—7.33 and 7.45.

1136. No, I mean the two trains before that, arriving in London before 7 and 7.30?—Yes, most of them stop at all stations. The 3*d.* trains also stop at all stations, but of the two trains ordered by the Railway Commissioners, one stops at Hackney Downs and the other goes via Stratford.

1137. I notice in the petition (that is why I ask you this question) of the Edmonton people, who have asked to come here, that one of the things they ask is that the trains may stop at Hackney Downs, and I thought it would be convenient to ask you this beforehand?—I do not know whether it is exactly the same petition as we had. I have not the papers here, therefore I am speaking

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from memory, and I will not be quite sure, but we had a petition, and in one case there was not sufficient clearance to enable the train they wanted to stop at Hackney Downs. I do not know whether it is the same train.

1138. I think it is?—But perhaps if there is any question I could give you the exact information on that when I know the exact trains referred to.

1139. Are there many workwomen who go up by the trains from Edmonton and Enfield?—Yes, I should think there are rather more, from my own observation when I have seen these trains in the morning going from Walthamstow than Edmonton. We accommodate them in the trains that have first-class carriages by allowing the women to go in the first-class carriages, covering the seats with oil-cloth so that the whole train is utilised for the workmen and workwomen

Mr. *Lough.*

1140. At half-fares?—No; either the 2*d.* fare or the 3*d.* fare or the half-fares. Some of the trains, of course, by which we carry 2*d.* workmen are entirely third class; but where they are not, where there are first-class carriages in the train, we cover the seats with oilcloth and allow the women to go in the first-class carriages.

Chairman.

1141. What would be the last train that women would be able to get to Liverpool Street by from Walthamstow, and from Edmonton, and from Enfield?—The same as the men. We make no distinction.

1142. But where you give them separate accommodation?—Up to the same time as the workmen.

1143. What I mean is this: which is the last train with these first-class carriages so prepared as you have just described, by which they can get to London?—Up to 7 o'clock by the 2*d.* fare, 7.30 by 3*d.* fare, and the two fares are exactly the same.

1144. Some of those trains I know do not have a first-class carriage?—Then the women can go in the ordinary third class.

1145. I want to know whether those last trains you are now mentioning up to those hours have a separate accommodation for women?—It varies according to which sets of carriages there are with the train we happen to run last. We do not want any distinction; we do not provide them in the last trains. It is in this way: that on all these trains, if they happen to have a first-class carriage on them, we cover it up and let the women go in there; but we do do not make a speciality of it with regard to any particular later or earlier train.

1146. My reason for putting the question to you is that one of the grievances is that the women have to get into overcrowded carriages, and I wanted to have your answer so as to have the fact established?—I would not say that in those cases the carriages are not occasionally overcrowded, even when we reserve the first class for the women.

1147. But they are only women all together?—Yes.

1148. They

Chairman—continued.

1148. They are not sitting on the laps of the men and that sort of thing?—No.

1149. In some of those trains have you had complaints that the women are crowded in with the men and sometimes have to sit on the laps of men?—No, I have not had any such complaint; but I am quite willing to admit that in the overcrowded carriages there are women with the men. We are not able to separate the women from the men. If you wish to go into the question of overcrowding, I would say at once that it is very greatly due to the people themselves. I myself have repeatedly seen a train run through Hackney Downs, or another station, with the front part very much crowded with men and women, and I have said, "There is an overcrowded train." When we have come to the end of the train the carriages have been empty. I have said, "It seems to me an extraordinary thing why people should stand up in the front part of the train when there is plenty of sitting room in the rear part of the train." But it seems that the reason is that they are so anxious to get out first through the barrier at Liverpool Street, that they prefer standing in the head of the train to sitting in the rear.

Mr. *Nannetti.*

1150. Cannot your porters regulate the traffic?—I do not think you can regulate it much. They do as they like. I might say, about the porters regulating the traffic, that the passengers regulate it themselves. I have seen a man get into a carriage when all the seats are full and then get out again. I have said "What is that for: why does he not stop in?" And I have been told that it is the etiquette that the man who gets in next the door should have the right of being next the door, so he gets out and then lets other people get in, to stand at the further side of the carriage. I may say further, in answer to the Chairman's question as to the last train the first-class seats of which are covered with oilcloth, that it is the 7.39 from Hoe Street, which gets into Liverpool Street at 7.57.

Chairman.

1151. Hoe Street, Walthamstow?—Yes Hoe Street, Walthamstow. It gets into Liverpool Street at 7.57.

1152. What would be the last train from Edmonton?—6.40 from Enfield, arriving at Liverpool Street 7.19.

1153. Then about the *bona-fide* workmen, you have attempted that, and according to your evidence it seems to me you have found that there are difficulties in the way; that if you give the tickets only through the employers of the workmen it is very hard for men that are out of employment and seeking employment?—It is so. These are the forms that we use (*handing in the same*). I do not myself think it would be a practical thing to put in force for the whole of the working class; I do not think you can do it.

1154. And you have given it a practical trial?—Yes, we have. I think we have tried everything we could, pretty well.

1155. Then at the top of page 4 you give some

Chairman—continued.

information?—I should like to say since this proof was prepared we have been very busy with the half-year's accounts, and those are over, and I have had some figures got out, the result of which is that if the time were extended to 8.30 the loss to the Great Eastern Company would be 160,000*l.* a year, and up to 9 o'clock a.m. it would be about 200,000*l.* That would practically mean that the dividend would be swept away.

Mr. *Gerald Loder.*

1156. How did you get at those figures?—By taking the passengers who were paying the higher fares, and reducing them to the lower fares.

1157. Then it was on the assumption that every traveller who travels up 8 and 9 o'clock respectively would travel with a workman's ticket?—Yes. I was taking Mr. Harper's idea, that we ought not to discriminate, but that every passenger who travelled up to 8.30 ought to travel a workman. That would cost us 160,000*l.*

Mr. *Lough.*

1158. Then I notice that in the earlier part of your evidence you state that if you so extended the hours all the people who come at 7 o'clock would come at 8.30 and 9. You could not have it both ways?—Not all.

1159. But you do say all. "If all these wanted to travel in the last quarter of an hour before 8 a.m." So that you assume that the 7 o'clock ones will come from 8.30 to 9?—No. In this calculation of 160,000*l.* I assume that everyone who is now travelling at the higher fares up to 8.30 would travel at the reduced fares. Of course I am not, in the pecuniary consideration dealing with the possibility of handling the traffic; I am only taking the money loss; and therefore it does not make any difference whether the man who now travels before 7.3 at 2*d.* travels up to 8.30 at 2*d.*; but I am taking the money we should lose by the people who now travel at 7.30 and pay 3*d.*, and travel from 7.30 to 8 at 4*d.* The loss there would be by reducing those to 2*d.* I have not taken into account, which would very materially add to it, the number of people who now travel after 8 at the full fares. Undoubtedly, if, say, the people who now travel between 8.30 and 9, and even from 9 to 9.30, could travel at workmen's fares up to 8.30, a very large number of those people, instead of paying the full fares, would travel up to 8.30 at the 2*d.* fare to save the money. But I have merely in the 160,000*l.* taken into account the people now travelling up to 8.30 and paying more than the 2*d.* fare.

Chairman.

1160. I see on page 4 you point out that the workmen could now travel by trains up to 7.30 if they were to pay 6*d.* a week extra; and you suggest that you do not see why that should not come out of the pocket of the employers as much as out of the pockets of the shareholders of the railway company. I see you also point out that when you run these cheap trains it increases

Chairman—continued.

increases the value of the cottages in that property?—Undoubtedly. I am only too pleased to be in agreement with my friend Mr. Dew occasionally. At Question 722, he stated that the cheap trains enabled people to extort rents and values for land which ought not to have belonged to it. On that point I am entirely in accord with Mr. Alderman Dew.

1161. Then on page 5, I gather that you do not think that a minimum rate can be laid down for workmen's trains in the Metropolis, or that zone fares should be charged?—I am not in favour of zone fares.

1162. But still you do charge a zone fare on your lines?—For the 2*d.* workman, yes.

1163. Your 2*d.* workman's fare is really a zone fare?—Certainly it is. I am not altogether in favour of that fare.

1164. The reason you give for your suggestion that a zone fare is not good is that the workmen go as far as the zone allows them, and then use some other and cheaper method of travelling to go a little farther?—Yes.

1165. What is your experience at Enfield; are there any further facilities offered?—In the case of Enfield the workmen travel up to London, and there is an end of it. I understood that zone fares were suggested by Sir Francis Hopwood as a general thing, and that, for instance, we should have a zone fare say from London to Stratford, another zone fare to Forest Gate and Ilford, and another to Romford, and so on. I think if that were the case they would use the trams to come within the zone; that is to say, if you had zones for 5 miles, 10 miles, and 15 miles down the line, and a man lived 12 miles down, instead of going to the nearest station he would get out at the 10-mile zone and either walk or take some other means of going to his destination, because the difference in the fare to the 12-mile station would be so much more than the zone fare up to 10 miles.

1166. Then there is the very interesting suggestion by Sir Francis Hopwood, No. 8, whether the railway companies should be called upon to provide a service of workmen's trains to sparsely-populated districts, and if so, whether local authorities should contribute towards the cost. You point out that it would simply benefit the large landowners, and that the railway companies would have to bear a large share of the increase of the rates paid?—Certainly they would.

1167. But could that not be obviated by, instead of paying it out of the rates, exempting the railway companies from paying some of their rates?—Yes, it might no doubt. As a railway officer I have nothing to say to that, and perhaps it is beyond my province to point out that it would be very unfair to the inhabitants in the district who do not wish to travel.

Mr. *Gerald Loder.*

1168. You would not know which district to subtract the rates from, to begin with?—It would be a general reduction of rates to the railway companies, who pay far too much now.

1169. It would be an imperial rating, in fact,

Mr. *Gerald Loder*—continued.

and not a local one?—Yes. I am only giving my evidence as a railway officer, as I said, but it would be very unfair to the men who do not travel.

Chairman.

1170. Then on page 6 of your evidence you suggest that the existing tribunal, that is the Railway Commission, has power under Section 3 of the Cheap Trains Act to impose the running of trains up to 8 a.m., which is all that can reasonably be asked; but has not that tribunal only got power where there is at the moment a sufficient demand of working men living there?—I think that is sufficient for them.

1171. Now I want to ask you on that rather, to my mind, important question, whether, if you have only one or two lines running from a great and densely-populated centre, conveying workmen at a very cheap rate, it is not likely that the workmen will congregate at those two points, and that the rest of the zone round that big town will be kept free of workmen, and therefore you will get overcrowding, and after a time, perhaps, even more workmen than the railway can cope with?—As I read it I think that, although the tribunal have not, perhaps, the right to order trains into a very sparsely-populated district, they have the right, if they see the necessity for workmen, to order trains into the district, even if there are not a very large number of workmen there.

1172. I put it to you for this reason, that one of the reasons why the London County Council has taken up the question of workmen's trains is that they may deal with the housing of the working classes?—Certainly.

1173. And they feel that they must utilise railways to help their movement of finding better accommodation for the working classes; and what struck me was this: that if you have only certain parts of your outer area from which workmen can be conveyed at cheap rates to the Metropolis, you will get very much overcrowding in those districts, and that after a time there will be the difficulties which I think you experience at Edmonton and Walthamstow, of conveying those workmen to London, because they are there in such very large numbers?—I follow your argument, but I must say in my opinion the London County Council has not the right to expect railway companies to convey workmen at non-remunerative fares in order to assist them in developing districts in which to house them.

1174. I do not think I suggested non-remunerative fares?—No, but they are so.

1175. But it might be possible that the Legislature or the County Council might be prepared to subsidise the railway companies for doing that work?—If they were prepared to subsidise the railway that is quite a different thing. Any railway company will only be too glad to accept such a subsidy and carry workmen on any terms they like. My point is that at present the County Council are asking the railway companies to convey workmen at unremunerative fares.

1176. At the present moment?—Yes. They say that they want them carried 10 miles for 2*d.*,

Chairman—continued.

15 miles for 3*d.*, and 20 miles for 4*d.* In my opinion that does not pay the railway. I say it is unfair.

1177. In answer to Question No. 3 you say that if workmen's fares are available outwards from London it would be an inducement to overcrowd the already congested districts?—Yes; I mean by that, that there are numerous factories being erected outside London down our line, in the valley of the Lea, for instance, and if the workmen employed in those factories are to live in London and to travel at cheap fares to the factories, I think it is the very reverse of what the London County Council wish, that workmen should live outside London. You will have the Jewish alien, the Whitechapel people, who live in the Whitechapel district, which they are overcrowding, travelling to these factories and back at night to sleep in the congested district.

1178. Therefore in that case you do take into consideration the congestion of the district?—We always take into consideration the congestion of the district. We are only too eager to assist in relieving it.

1179. As long as it is not at too great a cost to the Company?—As long as it is not at too great a cost to the Company. I think everyone will admit that the shareholders have some right to consideration.

1180. You give in your evidence here, at the bottom of page 6, the reason why you ran your workmen's trains to Walthamstow and Edmonton?—It has been so frequently said that the Great Eastern Company have found it in their interest to charge these fares, that I have referred to it there. I have several times, before various Committees and Commissions, given evidence as to this, because it has always been said, and continues to be said, that *the Great Eastern Company have found the 2d. workmen's trains pay; and I say that they do not pay.* The speech of our chairman, Mr. Parkes in 1892, has been frequently referred to, but what he said then was that a fully-laden train of workmen at 2*d.* paid,—a matter I quite agree with—but it is impossible to have every workmen's train fully loaded. As a matter of fact, we provide 852 seats in our third-class workmen's trains, and the average from Walthamstow, if you take the up and the down trains, is only 370 per train, and from Enfield it is 304. So that you see if you take the whole of our workmen's trains up and down in the morning, they are not half loaded; and therefore what Mr. Parkes said, that workmen's traffic paid if the trains are fully laden, has nothing whatever to do with this point, and cannot be quoted in support of the assertion that the Great Eastern Company have found workmen's trains pay. Mr. Parkes was perfectly right in what he said, but he never said that workmen's traffic paid as it is now carried.

1181. Of course the reason was the well-known reason to us members of the House who sit upon railway Bills, that when you displace the inhabitants in any particular neighbourhood of the working classes, you have to replace them within a mile of that spot?—Yes.

1182. And of course at Liverpool Street it would have been impossible for you to have replaced them within a mile, and therefore the

Chairman—continued.

Parliamentary Committee made a bargain that you should run the trains?—When that particular Bill passed, the rehousing clauses were not so stringent as they are now; but it is always a difficult thing. When I was manager of the Brighton Railway we were constructing a large goods yard at Brighton, and it was exceedingly difficult to find a place there where we could rehouse the working classes within a mile, or within a reasonable distance.

1183. I see you point out the different rates, that Old Edmonton rate is as high as 10*s.* 5*d.* in the £?—Yes. There is another point that I should like particularly to call attention to, because it comes up again and again—Mr. Dickinson gave evidence before the Traffic Commission to the same effect—and it was mentioned again before this Committee; that is, that goods and provisions consumed by the working men are a benefit to the railway companies. It is nothing of the kind; the provisions do not go down by railway. Anyone who considers will see that they cannot go down by railway. It is folly to expect that the provisions should go down by railway.

1184. I thought your paragraph was so very clear on that subject that I scarcely needed to draw attention to it?—Thank you. I only desired to emphasise it, because it has been said so frequently and contradicted so often, and it still comes up again.

Mr. *Gerald Loder.*

1185. I am always a little puzzled about one thing, and that is the question of fares being non-remunerative. It is difficult, is it not, to estimate exactly how much you lose or gain on any particular fare?—No, not in the slightest. If you like to appoint an accountant to go through our figures—it is a difficult thing to do, and requires a very large amount of calculation—but still I venture to say that I am prepared to support the figures I give here before any tribunal or any accountant in the world.

1186. Could you tell us the sort of method by which that result is arrived at?—We take the average cost per train mile on the system. Then we call upon each different department to say what addition has to be made to it for the suburban traffic. They are all carefully gone through; of course it is a matter of weeks, but still all is carefully gone through. For instance, we will take the signalmen and the station masters, and so on, in the London district; we will take the trains that are run with goods and passengers, and we will allow so much per train mile, divided up for goods and so much for passengers. We will eliminate the goods traffic and leave the passenger. For instance, I may say that in these very figures which we went through there was a question how much the engineer should allow for the Liverpool Street offices; naturally they are not suburban traffic except proportionately. We had to take the cost of those offices, multiply it by the train mileage outside the suburban district, and divide it by the gross mileage, and there was so much to be deducted. I am quite sure that the figures cannot be challenged.

1187. I was not doubting the figures, at all; quite

Mr *Gerald Loder*—continued.

quite the contrary, but what I wanted to get on to the evidence was, the system by which the figures were arrived at, in as intelligible a form as possible; because I have been often asked with regard to workmen's trains how it is calculated that the railway company looked upon them as non-remunerative?—You must go into the figures and calculate them out just the same as you can tell what every train mile on the system costs you.

Mr. Galloway.

1188. Have you ever had the figures examined by anybody—not your own people, but outsiders?—Nobody has ever questioned them; but I am quite willing that Mr. Harper or anybody else should come and examine them. As regards receipts, we have them taken out for the week for every man that travels by a workman's train, whether he paid the 2*d.* workman's ticket, whether he travelled on the ordinary fare, or whether he had a season ticket; and in the case of season tickets, so many by a train, we reckon a man travels so many times a year on a season ticket, and therefore his travelling by this particular train represented a 313th part of the value of the season ticket, so that it has been calculated out in the most exact matter. It is a very expensive thing.

Sir *Thomas Wrightson.*

1189. I should just like to ask you how you arrived at the figures that you now charge. I believe in one return that we had made to us, it shows for the Great Eastern about 0·16*d.* per mile?—That is the calculation made by the London County Council. I must leave them to explain it.

1190. That is not your calculation?—No. I do not say it is not right. I do not know how they arrive at it.

1191. Whatever the calculation should turn out to be, how was it that you arrived at the figure when you undertook to carry the work people at that rate?—It was imposod upon us by Parliament, in return for exempting us from rehousing a certain number of the working classes; and I do not apprehend that Parliament thought in those days that we should make any profit out it. We were a very poor company then and were not prepared to find the money to rehouse the working classes, and as a compromise Parliament said: Very well, if you do not rehouse these people you must carry them out to Edmonton and Walthamstow at 2*d.* return fare.

1192. But had not that arrangement something to do with the fact that you had a rebate of the passenger duty?—No, this Act was passed in 1864, and the Cheap Trains Act in 1883.

1193. All I wanted to know was, whether you said it was imposed upon them by Parliament or that this imposition by Parliament was accepted by the Railway Company as a paying equivalent?—I cannot say. It was in 1864, so I was not in power then; but from what I understand it was not accepted as a paying equivalent, but was accepted as a way out of a difficulty for a company that was in great straits—at any rate, had not the capital to buy the

Sir *Thomas Wrightson*—continued.

necessary land and incur the expense of erecting workmen's dwellings to replace them, as the Chairman has said.

1194. Then you now find out that these rates are not remunerative?—They are not remunerative.

1195. But you do not say they are not remunerative except when they are not running full trains?—I say this: that if we could get 852 workmen in every train up and down, it might be remunerative; but as we are running them now, with an average of 370 from Walthamstow and 304 from Enfield (both of them less than a half a load), they are not remunerative. To show that, I have taken, as I say again, every passenger that travels by these trains, whether up or down; some of them run back absolutely empty, some run back carrying passengers, but I have taken every passenger that travels by them—workmen, season ticket holders, half fares—everybody; I have taken those as the receipts of those trains.

1196. But I suppose in the carrying passengers in this way with full trains the cost ought to approximate pretty closely to the carriage of ordinary goods traffic, because you do not have to load and unload these people; they come into the trains and get out of the trains themselves. So that if you could fill your trains it ought to be a very remunerative traffic?—I would not say very remunerative; but if every train up and down were filled it would be remunerative.

1197. I observe the rate is given by the County Council,—I think you say it is,—as 0.16*d.* per mile. Railway companies generally reckon about 16 people to the ton; so that that would run to something like 1½*d.* per ton per mile. I know you will not agree to accept that comparison?—I do not think goods and passenger traffic are comparable.

1198. But I think they approximate to an equality only when you consider that there is no loading and unloading—the people do all that themselves?—I do not think you can take them as the same thing. For instance, a third-class carriage will cost you 300*l.* and a goods wagon will cost you 70*l.* I never heard it put so before. We might carry people by the ton, perhaps you suggest, instead of per head.

Mr. *Lough.*

1199. You have just said that if you could arrange for the trains to be fairly full?—I say full.

1200. Well, you would not want them absolutely full?—Yes, I should like them absolutely full.

1201. It must be a matter of degree?—What my chairman said was that it paid him to carry fully-laden workmen's trains, and that has been construed into the chairman saying that the workmen's trains paid him. That is a very different thing.

202. But I find all through the evidence, if I may say so, that you are very absolute, and this is an example. For instance, you say now that if you carry only 400 it does not pay, but if you carry 852 then it does pay?—Yes.

Mr. *Lough*—continued.

1203. May not a reasonable person like me, who is fond of compromise, suggest if there were 750 in the train?—No, I will take 850; I will knock off the 2 for you.

1204. You will not knock off the hundred?—No, I will not knock off the hundred

1205. Does that refer entirely to the special workmen's trains?—Not special; they are workmen's trains.

1206. Supposing that you had other trains running on lines not exactly like yours, regular trains running nearly empty or to a large extent empty, would it do you any harm to furnish workmen's tickets by those trains, and so without any additional trains to earn a little more money?—I think it would. If once you issue tickets at cheap fares the London County Council say that the few passengers that you now carry must travel at those cheap fares; and the result would be that you would lose the higher fares of all the passengers that you now carry, and the few workmen that you suggest would not pay sufficient to make up for the loss on your existing traffic.

1207. Have you ever thought of the idea of issuing tickets in places where there are only a small number of workmen, so as to get those workmen about?—I have thought of workmen until I have had workmen on the brain.

1208. Have you thought of this particular thing?—Yes, I have, often and often. I have been urged to do it again and again, but it is impracticable. If you once begin to admit workmen at various places the result at once is that you are urged to carry everybody at the same fare. That is what the County Council say and what your reformers say.

1209. You have thought of no way of getting over it?—Yes, I have thought of lots of ways of getting over it.

1210. You can get over it?—Yes, I think I could, but it would create such an amount of dissatisfaction and trouble that I should not like to face it. I have a list here of the various persons who have applied to be carried as workmen, which will show you what we have to consider even now with these 3*d.* experimental trains.

Mr. *Gerald Loder.*

1211. It comes in fact to what Mr. Harper said, that everybody who wanted to travel up to 9 o'clock would become a workman?—Yes, that is it. What we have declined to accept as workmen are: clerk, office boy, collector, typist, copyist, manager of a luncheon bar, printer's reader, law litho writer, book-keeper, draughtsman, recruiting sergeant, cashier, canvasser, and telephone agent.

Mr. *Lough.*

1212. Are not many of those people paid as low wages as workmen?—Certainly they are. I agree with you that it is most unfair for Parliament to discriminate between workmen and others who are paid low wages, but Parliament does so.

1213. You are falling foul of Parliament now; I thought it was you who did it?—No; Parliament lays me down a rule under my Act of what are workmen.

Mr. *Lough*—continued.

1214. What Act?—The Act of 1864.

1215. But we are not quite as ignorant in Parliament to-day as we were in 1864. We have made progress since then?—It seems to me that you are more unfair, if you will allow me to say so.

1216. You call it unfair?—No, I do not. I have the Act laying down whom I am to carry as workmen, but it does not discriminate, it does not give a list of the people; and I am now telling you who, in my imperfect judgment perhaps, are entitled under that Act to travel as workmen. I am guided as a rule by this standard: Any man who earns less than 30*s.* a week by manual labour. That is the rule I laid down for myself.

1217. Is the list which you read to me a list embodied in the Act of 1864?—No, it is not.

1218. What is the origin of that list, then?—Under the Act of 1864 I have to accept artisans, mechanics, and daily labourers. This is a list of a number of people who have applied to us to be considered as artisans, mechanics, or daily labourers.

1219. These are specimens of the classes of people?—Yes, specimens of the classes of people who have applied to me.

1220. Then on that I ask you, do not many of those persons in that list earn quite as low wages as the three classes mentioned in the Act?—Certainly, but the Act does not say a word about the wages that they earn. A briefless barrister may not earn as much as a bricklayer, but I do not carry a briefless barrister as an artisan.

1221. But do not you think that he is entitled to be carried, do not you think that the sole point is what the income of the passenger is?—I never heard such a proposition before, and I think it is most unreasonable to suppose that a commercial body should look at the income of a passenger before they decide what they are to charge him. Would you like to hear whom we do carry as artisans? I have been telling you whom we do not carry.

1222. By all means?—We accept apprentices, shop and warehouse assistants, builders' foremen, barmaids, barmen, cabdrivers, charwomen, checkers, cornsamplers, commissioners, coachmen, costermongers, errand boys, lift boys, postmen, page boys, poulterers, sign-writers, sorters, and so on. That I think shows that we are very liberal.

1223. But many of those might earn more than a briefless barrister?—Certainly; but the Act does not say that we are to carry people who earn less money.

1224. If you look at your proof, in the second paragraph you calculate the loss in money to the Company, and I want to ask you a question or two on the calculation. You say that you received 86,115*l.* in remission of passenger duty, but that the amount which the Company would have received, had they not reduced their fares, would have been 98,822*l.*?—Yes, that is so.

1225. Showing a net loss of 12,707*l.*?—Yes.

1226. And the way you get at this loss is this: By reducing your fares you get a great many more passengers, and you now assume that if you

Mr. *Lough*—continued.

you had got those passengers, and if you had been able to charge these passengers the higher fares which existed before, you would have been as much better off?—Will you look at paragraph 4?

1227. I have read it very carefully, and I will ask you about it in a moment. But I have fairly stated your contention so far?—I say so in Paragraph 4.

1228. I want to ask you a question about that mode of calculation. You have been familiar with railways for a good many years?—I have.

1229. How many—30? More than that; nearly 40.

1230. Do you not remember that nearly 40 years ago, say, the fares generally on railways were much higher than they are now?—Yes.

1231. There were very few third-class trains?—Yes.

1232. As the railway companies have carried the people cheaper they have made more money. have they not?—Is it *post hoc* or *propter hoc*?

1233. I am not good at Latin, but I will put a simple question to you on that. Would it be fair for you to take all your third class passengers at present and take the average fare that they pay you now for a mile, say, and compare with the average fare of the small number of passengers that you got in 1860, and then called the difference between those two sums a loss?—You see that is not exactly the same proposition as there is here. Most of these fares were very slightly over a penny.

1234. You would not think it fair first?—I have never considered that.

Chairman.

1235. This loss that you have put down here means, so far as I understand it, that you would not be able to carry a greater number of passengers in those trains than you do carry now, and yet you would have to have this loss?—Hardly that. I will satisfy Mr. Lough, I think. I put this fourth paragraph in because I anticipated Mr. Lough's question. I do not say that if we had not reduced the fares it is certain that we should have carried the same number of passengers; I do not say that we should, and I do not say that we should not. I cannot tell. But anyhow I think it is quite a fair argument on Mr. Lough's part, if he will allow me to say so with great respect, to say that the Great Eastern Company having reduced their fares have increased their traffic.

Mr. *Lough.*

1236. I am much obliged to you for that concession, but I want to go a great deal further?—I do not think I shall go further.

1237. Do not look at it singularly as Great Eastern. If I may say so, I think that in a great many ways you do the workmen's service well on the Great Eastern?—I am obliged to you.

1238. You do it better than you describe yourself. Your bark is worse than your bite on the Great Eastern, if I may say so. Do you

Mr. *Lough*—continued.

think it would be fair on the part of any railway company to make such a calculation as I suggest to you, to call the reduction that it has made from its fares by which it got a greatly increased traffic, a loss?—I think you must discriminate. I do not think that you can make a broad proposition like that.

1239. But you must?—No, I will not say that; I do not think so. I will not argue it.

1240. Anyhow, that is the way the loss is made up here?—Distinctly.

1241. Then in the third paragraph you say that under the Cheap Trains Act you are obliged to carry army and navy, reserve, auxiliary and police forces, and their wives and families, at reduced rates; and you speak again of a loss there. Do you calculate that loss by counting the difference of value that you actually get for these people and what would be the ordinary fare?—Yes.

1242. Is that a fair way to count the loss?—Absolutely.

1243. Let me put a case to you. Supposing that you get 30 passengers who want to go for a little trip and the 30 go together, do not you make a cheap fare for them now?—Yes, for a pleasure trip.

1244. You make a considerable reduction?—Yes.

1245. Would you think it fair to take those 30 passengers and estimate them at the full fare and describe the difference between what you charge them and the full fare as a loss?—There is no analogy, if you will pardon my saying so. We issue reduced pleasure tickets in order to induce a party to go to some pleasure resort in the country, and we are talking here of His Majesty's forces travelling on duty.

1246. And you carry His Majesty's forces in large numbers?—Yes, sometimes, and sometimes not.

1247. I have often seen them very much packed?—I am glad to hear it.

1248. I put it to you, anyhow, that if you do carry a good many of them at a reduced fare, it is not fair to take the difference between that fare and the regular fare, and call it a loss?—I think it is. A great many of them are officers travelling alone—travelling singly.

1249. Officers are another thing?—Yes, but they are here.

1250. Officers in any case will pay you well; it is only a reduction on the first or second class fare?—Very likely. I do not say that they do not pay us, I say that it is a reduction.

1251. Then I will leave that and come to the 4th paragraph, which you want to bring me to?—I thought I had put it fairly to avoid any questions.

1252. You have a contempt for argument here. You do not approve of it?—No, I have not.

1253. You say "But this is a matter open to argument"?—I speak of it with respect.

1254. No, you speak of it with contempt?—I say with respect,

1255. You contrast this argument, as I think, contemptuously with the figures above into which I have not examined?—Yes.

1256. If

Mr. *Lough*—continued.

1256. If you ask me, I have much more respect for the argument than for the figures?—I am sorry that you should think it is put contemptuously. It is meant respectfully.

1257. However, I will leave it with that, because I think your other answers are sufficient. Now, then, in the bottom paragraphs you put in your expenditure on stations, and you put that as a set-off to the claims of these poor workmen. You have built this magnificent station at Liverpool Street, and spent two millions upon it, and then you say, How are you to carry these poor workmen at what they pay?—Will you refer me to where I say that?

1258. Paragraph 5?—"How can I carry these poor workmen at what they can afford to pay?"

1259. The whole page is argument against carrying these poor workmen at what they can afford to pay?—But I do not say that.

1260. I want to put it to you: Is not this expenditure on platforms a little irrelevant to workmen's trains?—Certainly not. It is not only platforms, it is lines into the station; it is increase of the station to bring workmen into the station.

1261. But you have your Harwich traffic?—Yes, and I say we could have accommodated our Harwich traffic with very little expense if it had not been for the enormous number of workmen that we have to carry.

1262. Then you say that you are reboilering the suburban engines?—Yes.

1263. That means to enable you to make more money by them?—No; it means reboilering the suburban engines to carry this great quantity of workmen.

1264. Do you not think that there is an indirect advantage from having these workmen on your line?—I have gone very fully into that. I gave evidence before the London Traffic Commission.

1265. I notice that it is butcher's meat that you take as an example of what is carried by cart?—Yes, I take that as an example; but if you like I will take vegetables and groceries.

1266. No, just take meat. You compare it with Colchester?—Yes.

1267. Supposing that people in Walthamstow do not eat as much butcher's meat per head as people in Colchester, that will not prove that you have not any remunerative traffic?—But we do not carry butcher's meat to Colchester; they slaughter their own cattle at Colchester. It is shop goods we carry to Colchester.

1268. What do you mean by shop goods?—Drapery, sugar, tea, and all the small parcels delivered to the shops.

1269. If you take a good rich population, will there not be a larger quantity per head of that sort of thing, small parcels and shop goods, carried for them than for a poor population?—I presume that there will.

1270. You do not give us any figures about coal?—I think I do.

1271. Yes, I see here a figure about coal?—But my point is, that whether it is butcher's meat, vegetables, clothing or stores, it goes down by cart and not by rail to these places a short distance from London, and I think that anyone who is cognizant of the thing knows that it is so.

Mr. *Lough*—continued.

1272. I will just put a question to you generally. Do not you think that it pays the railway company to have Enfield, such a big place as it is, on the line, or do you think Enfield is a loss to you; would you rather be rid of Enfield?—No, I would not rather be rid of Enfield, but I would rather not have a 2*d.* fare from Enfield.

1273. But you must take the bad and good together. It is by the 2*d.* fare that you have created Enfield. You make a lot of money out of it and you want to kill the goose that lays the golden eggs?—No, I am not so foolish as that, I hope.

1274. You make suggestions a little like it; but as I say your bark is worse than your bite. Now I want to ask you about the two trains which were put on for the London Reform Union, the 7.33 and the 7.45; are they still running?—Yes; we thought of taking them off, but I asked Mr. Dew, I think it was, and the County Council, what their view of the matter was, and they said that they should view it with a good deal of dislike.

1275. But that is some years ago?—No, it is not some years ago.

1276. Those trains are paying better now?—Yes, they are paying better.

1277. You are getting on?—We are getting on.

1278. If we can encourage you to do this sort of thing, you will soon find the advantage. And those trains for which you admit that you had to be pushed by that benevolent association not instinct with business ideas, are now becoming profitable?—Not so profitable as if they were paying higher fares.

1279. But they will get on all right?—I do not think there is much profit in them, but they are doing better.

1280. One question upon your argument here about the difficulty of running the trains later, if the 2*d.* fares were made available even up to 8 a.m. You say it would be impossible, apart from any revenue considerations, for the Company to deal with the traffic?—Yes.

1281. We have had a witness here who told us that you opposed any other railway being made to Enfield or Edmonton to deal with this traffic?—Yes.

1282. Is it fair of you to say that you cannot deal with the traffic yourself, and yet to oppose the making of any other railway to deal with it?—I do not say that I cannot deal with the traffic myself. I say we cannot put more trains on at particular times; but I do not admit that if the people were reasonable any more trains would be required. What they do is to crowd into the very last train, and then they say, Now let us have another line down here. If you had another line down there. I think I have proved that it would be absolutely unremunerative and could not pay. We should have a derelict line competing with us, and the shareholders of the two companies would suffer—and what for? For two or three quarters of an hour in the morning, and perhaps half an hour in the evening when the trains are crowded.

Mr. *Lough*—continued

1283. Why do you blame the workmen for trying to come when they want to come?—I do not blame the workmen for trying to come when they want to come; but I say if they all wish to come by the very last train they must be overcrowded, even if they had two or three lines. I will give you an instance of that. You know that the Great Northern and City Railway has only been recently opened; it is not earning its expenses, I believe, and yet it is crowded at the crush hours. People are standing up in the trains.

1284. What am I to gather from that?—You are to gather from that that the reason why we think another line is not necessary is that it will not pay.

1285. You mean the Great Northern and City is not paying?—Yes.

1286. I do not know anything about it; perhaps it will pay in a year or two?—Perhaps; but you were asking me why we opposed another line into our district.

1287. I have gone on from that; you gave me an answer about that. I was really asking you why you are hostile to workmen trying to be carried at the hour they wish instead of an hour or two beforehand for the convenience of your Company?—I am not hostile to workmen trying to be carried at the hour that they wish. I do not think you ought to put it in that way. I say that workmen are perfectly entitled to travel by the last train if they choose; but if all the workmen from the district wish to travel by one particular train they ought not to grumble because they are crowded. We have put on a train within three minutes of the last train, and the last train is crowded while the train three minutes before is practically empty.

1288. But you have now used the phrase "If all the workmen wish to come by the last train." Do you think that any workman who wants to commence work at 6.30 or 7 a.m. would wait for the last train?—It is a question of four minutes, not of an hour and a half.

1289. Surely four minutes cannot explain all those workmen who are sheltered in churches near Liverpool Street?—It does not explain those workmen; that is a question of the fare. But you were talking just now of overcrowding, and I say that they overcrowd because they select particular trains; there is not a single half hour in the day in which we have not more seats than people who travel.

1290. But is not the overcrowding because of the people being anxious to come by the last cheap train that you run?—Yes, by the last cheap train that we run. You are perfectly right. If they came by the one before the last, they might come five minutes earlier and not be overcrowded.

1291. But it is more than five minutes earlier?—No, it is not; we have a train every minute in the last period, just before the cheap fares cease.

1292. At the top of page 3 of your proof you speak of its being impossible to work the traffic. You say that you would throw the working of the traffic on the Board of Trade or some other body?—Yes.

1293. Is not that a little extravagant?—Not at all.

Mr. *Lough*—continued.

1294. You say that a train arrives every minute?—Yes.

1295. How many platforms have you?—We have three lines in, and they have to come over the lines. It is not a question of platforms.

1296. Do they come over every line every minute?—No, there are two or three lines, and with a train every minute, that means a train every three or four minutes over each line.

1297. Do not you think that you may yet get that reduced a little?—No.

1298. When you get electricity?—No, I have considered that.

1299. You cannot cut it any closer than that?—No, the electric lines do not run any closer.

Chairman.

1300. You have to get the trains out as well?—Certainly. Of course in getting them out the platform remedies it to a great extent; but it is the getting them in over the three lines. There are three lines out as well.

Mr. *Lough.*

1301. Do you not issue any workmen's tickets singly? You say that the Company only issue tickets for these trains in packets of 6 and 12?—We issue millions of tickets singly.

1302. Then why do you refuse to issue them singly for these two trains?—In order to check the passengers as being *bona-fide* workmen. We recognise that up to 7 o'clock there is not much danger of people who are not *bona-fide* workmen travelling; but when you get after 7 o'clock you begin to have people travel who are not *bona-fide* workmen.

1303. Where do you get this hour of 7 from?—From our Act.

1304. Your Act of 1864?—Yes.

1305. That Act is a great injury to you: you must get another?—A great injury to the Great Eastern Company?

1306. No; to your ideas. Take the cheap trains Act; it is not 7 o'clock?—No.

1307. It is 8 o'clock?—Yes, but it is not a 2*d.* fare.

1308. We can repeal that for you?—We do not want it repealed, thank you.

1309. At any rate, 8 o'clock is the hour mentioned by Parliament?—And 8 o'clock is the hour at which we charge 4*d.* fares, which the Railway Commissioners have said we are entitled to consider as workmen's fares.

1310. You speak of the increase in rents, and you speak of the railway carrying these poor people as sacrificing itself for the benefit of landlords?—Yes.

1311. Surely the Railway Company shares a little in the advantage?—I do not think so. I agree with Mr. Dew about that.

1312. You have got an unfortunate sentence from Mr. Dew, but the spirit of his evidence is different?—An unfortunate sentence? It is a proper and candid sentence.

1313. At

Mr *Lough*—continued.

1313. At any rate I put it to you: Are you not just as much interested in Enfield as any landlord?—No.

1314. Are not the Great Eastern Company?—No.

1315. Do you not make as much revenue out of it?—No.

1316. Why not?—Because we have these 2*d.* fares.

1317. You have your own rates for goods, and you told me yourself that you would not like the place to disappear?—I should be very sorry to have the place disappear now that we have a station there.

1318. But it is hardly fair for you to suggest that it is a pure loss?—I am not saying that it is a pure loss.

Mr. *Nannetti*

1319. I see from your report that you claim that you are running more than the number of trains that Mr. Dew gives you credit for?—Yes.

1320. But by those trains that you are running you think that you are meeting the requirements of the working men of the district?—Yes.

1321. Fully meeting the requirements of the working men of the district?—Fully meeting the reasonable requirements of the working men of the district.

1322. What do you say are the reasonable requirements of the workmen who use your trains?—What I should say is reasonable is what we are doing.

1323. I will take you on that word reasonable. Is it a fact that you have 54 stations on your line within 20 miles of Liverpool Street, from which you issue no workmen's tickets at all?—I do not think you are right.

1324. Will you tell me how many there are?—The Great Eastern have 90 stations within 20 miles of London, and they issue workmen's tickets from 71 stations; therefore that leaves 19 stations from which we issue none.

1325. Then I am correct in saying that there are stations within 20 miles of Liverpool Street from which you issue no workmen's tickets at all?—You are quite right.

1326. Can you give the reason for that?—Certainly; I think it would be very undesirable indeed to issue workmen's tickets from every station.

1327. Do you consider that you are carrying out the Act of Parliament?—Yes.

1328. You consider that you are carrying out the Act of Parliament under which you have accepted a *quid pro quo* for carrying workmen?—I beg your pardon, we have not accepted any *quid pro quo* for carrying workmen. I consider that it is in the interest of the public generally that there should be some stations on the line from which workmen's tickets are not issued.

1329. But it is the Act of Parliament, you must remember, which remitted the passenger duty for your Company, which you state amounted to the large sum of 86,115*l.* last year?—I do not agree with you at all, if you will allow me most respectfully to say so. I say that the remission of the duty was not made in respect of workmen's trains at all.

Mr. *Nannetti*—continued.

1330. It was part of the condition, anyway?—It was not a bargain, I maintain.

1331. I am not saying whether it is a bargain or not. You accepted it, anyhow?—Not as a bargain.

1332. But you took advantage of it at the time?—In return for which we reduced our fares which were above a penny, which did not affect the workmen in the least.

1333. Was not that imposed upon you by the Act?—No, it was not imposed upon us by the Act. We need not have reduced the fares, and we need not have accepted the remission of duty.

1334. But you did accept the remission of duty?—And in return for it we reduced the fares above a penny, and we made certain other reductions, but those reductions had nothing to do with workmen.

1335. You have carried out the Act, I admit, much better than some other companies, according to the returns which have been handed in to us here; nevertheless I put the question, that there were 54 stations. You say there are not that number?—19.

1336. But still you admit that there are stations within 20 miles of Liverpool Street as to which you are not carrying out the Act?—No, I do not admit that at all.

1337. You admit that there are some stations on the line within 20 miles of Liverpool Street Station from which you do not issue workmen's tickets?—I do, and I say I am right in not doing that; and, further, that I am supported in that by the decision of the Railway Commissioners, who, when we were asked to put cheap tickets in force to certain stations, said that there was no obligation upon us to do so.

1338. Then it is optional with you from which stations you may run workmen's trains?—No, it is not optional; but we are not compelled to put them in force from every station. Your point is that there are certain stations within a radius of 20 miles from London from which we do not issue workmen's tickets. I say we do not. Then you say that we are not carrying out the Act. I say that the Act does not require me to issue workmen's tickets from every station, and that I am supported in my view by the Railway Commissioners in the judgment which they gave.

1339. I am satisfied to take that answer from you. You state that the remission of duty which you received last year was 86,115*l.*?—Yes.

1340. While the amount which the Company would have received had they not reduced their fares would have been 98,882*l.*, showing a net loss of 12,707*l.*?—Yes.

1341. Is that 12,707*l.* for last year?—It is for 1902.

1342. Then I want to ask you on what basis do you get the loss from 1884 to 1902 of 211,698*l.*?—By calculating the loss every year on the same basis.

1343. On the basis of last year?—No; calculating each year by itself, not on the basis of last years. I can give you the figures for every year if

Mr. *Nannetti*—continued.

if you wish it. It is the absolute loss each year. I did not give it to the Committee year by year because I thought it unnecessary, but it is made up year by year.

1344. Would you let me see the sheet containing the definition of workmen that you carry and people that you do not?—Certainly (*handing the same to the honourable member*).

1345. You said, I think, that your definition of workmen was artisans, mechanics and daily labourers?—Under the Great Eastern Act we are to carry under certain conditions artisans, mechanics and daily labourers, both male and female. I am left by that Act to decide myself who comes under that and who does not.

1346. You say you decide it yourself?—Yes.

1347. You will not take it offensively from me, of course, but the Act of Parliament does not give you that power, does it?—Excuse me, it does. The Act of Parliament says that I am to carry artisans, mechanics and daily labourers. Does a typewriter come under the definition of an artisan, mechanic or daily labourer?

1348. Is he not a daily labourer?—What do you mean by that?

1349. The definition as put down here is, artisans, mechanics and daily labourers. I am an artisan myself; I know them, naturally. An artisan's wages you define as 30*s.* a week?—Not at all. If a man is an artisan, whether his wages are 30*s.* or 5*l.* per week he comes in as an artisan.

1350. You tell us that the Great Eastern Act of 1864 specifies the labouring classes as artisans, mechanics, and daily labourers?—Yes.

1351. And that when various cases have arisen you have dealt with them on what you consider a fair and liberal basis?—Yes.

1352. Your opinion being that all persons engaged in manual labour who are paid a weekly wage not exceeding 30*s.* fairly come under the definition of the Act?—Yes. Now if a man is clearly an artisan, or if he is a mechanic or daily labourer, he comes in, and there is no question. But when you come to the barman or barmaid then there is a question.

1353. Take a clerk?—A clerk is absolutely outside.

1354. You exclude a clerk?—Yes.

1355. But many a clerk earns less than 30*s.* a week?—But he is not doing manual labour, he is doing clerical work.

1356. It is daily labour?—It is not manual.

1357. He is a daily labourer?—I say it is not manual labour.

1358. Then you exclude an office boy?—He is not doing manual labour.

1359. A printer's reader?—That is not manual labour.

1360. A book-keeper, draughtsman, recruiting sergeant, cashier, canvasser, and telephone attendant—you exclude them all?—Yes.

1361. Then you accept shop and warehouse assistants; what do they do?—We have accepted them. I do not think they ought to come in.

1362. You draw a distinction between a clerk and a shop assistant?—Yes.

1363. A builder's foreman you accept?—Yes. I do not think he ought to come in. It shows how liberal we have been.

1364. It shows that when you commence to draw distinctions, you begin to err?—I always try to err on the liberal side.

1365. But do not you see the big injury that you do? My point is that by the distinctions which you have drawn you are doing a big injury to those people whom the Act meant to protect, such as the poor clerk and office boy. Do not you consider that they come under the definition of working class?—I am not dealing with the working classes.

1366. But my point is, that you are not carrying out the Act?—Will you allow me to say that if we are not carrying out the Act the Commissioners can make us.

1367. Now, you stated that the trains which run in the earlier portions of the morning are not full?—Yes.

1368. With regard to those stations from which you do not issue workmen's tickets at the present time, if you issued workmen's tickets from them, would not that help to fill those trains which are now running empty?—I have already said that I think we should not get many workmen from those stations; and in view of the difficulty of discriminating between workmen and other passengers, we cannot be expected to put such a measure in force.

1369. You prefer to run the trains practically empty at those hours of the morning, simply because there is not a great volume of people who might use them from those particular stations?—I do not agree with that statement.

1370. I am given to understand from your evidence, or from your chairman's speech, that when a train is full, which you allege in many instances is overcrowded—— ?—I have not alleged that.

1371. At the last hour of the morning I understood you to admit that the trains were overcrowded; that you had seen them yourself crowded?—I say that the last trains at certain periods of the morning are overcrowded.

1372. Then those trains you say pay?—That particular train may pay.

1373. Then my point is that if you were to issue tickets from those other stations, those trains which are empty now would be full, and consequently those workmen's trains would pay?—I do not think so. I say no, they would not.

1374. That is a matter of opinion?—Yes, of course. I am a railway manager, and that is my opinion.

1375. You say that very few other than *bona-fide* workmen travel in the trains before 7 o'clock?—I think so. There are not sufficient of those who are not workmen to make it worth our while to control them.

1376. And one of your objections to extending the time to 8.30 is that others than *bona-fide* workmen would get into those later trains?—Yes.

1377. Have you ever taken steps to deal with those people other than *bona-fide* workmen who utilize the trains?—We have, by certain trains. As I have already said, we have a form, of which I think you have a copy——.

1378. But you did not catch my question. You have never attempted to prosecute any of those people?—No.

Mr. *Nannetti*—continued.

1379. But the objection that you have to running the trains up to 8.30 is, that other than *bona-fide* workmen would travel by them?—Not only that; it would mean that the workmen we now carry before 7 and 6, would crowd into those trains and we could not find accommodation for the whole of the people.

1380. But if some prosecutions were brought against these people who were not entitled to travel by those trains, do not you think that that would deter them from utilizing those trains?—No.

1381. Now you say that it would be unfair to the railway companies to ask them to open up sparsely populated districts?—I do, and that is the opinion also of Lord Cobham and Mr. Justice Wright.

1382. Have you ever known a railway company to attempt to open up districts?—Yes; we are anxious to open up districts at remunerative fares.

1383. How do you know they will be remunerative?—From the traffic.

1384. If you open up a district and workmen go and live in it, is it not a natural corollary that other people will follow—shopkeepers and other people?—Shopkeepers and other people do not travel by train sufficiently to make it remunerative.

1385. But would not the opening up of such districts pay your Company by those people travelling at other portions of the day and paying the higher fare?—I do not think so.

1386. Do you know of any railway company adopting the policy of offering facilities to people to live in districts for the purpose of opening them up?—Not at workmen's fares.

1387. Not at workmen's fares, but still it is done?—At ordinary fares.

1388. You draw the line at opening up a district because it would be a workmen's district?—Yes.

1389. Do you think that no one belonging to the workman's family would come and use your line but those who travel at the cheap fares?—Our experience is that very few of them do; and seeing that it is insisted that, all that a workman can pay for travelling to and from his work is 2*d.* a day, I do not think it is logical to suggest that his family will spend additional money in railway fares.

1390. But business or other purposes may bring them?—I do not know what business his wife and children would have to bring them.

1391. But might they not come for pleasure. There is one part of your evidence in which you say, on page 6, that you think it would be unfair that all outward trains, except express trains starting from any London terminal station up to 8 a.m., should be available for workmen at workmen's fares from and to all stations within 20 miles of the termini, your reason being that the Great Eastern already issue half fare tickets outwards by these trains. If, therefore, you say workmen's fares were available from London, it would be an inducement to overcrowd the already congested districts. Would you explain to me what you mean by that?—I have already explained it in answer to one of the honourable members. It means that workmen would live in Whitechapel or the East end of London and travel out to their work, to factories what are being established as I pointed out, say in the valley of the Lea, on our line instead of those workmen living in the open country, as I presume is desired.

Mr. *Nannetti*—continued.

1392. May I put the question to you again. It was urged that you should issue tickets to men living in London to go out to their work in these districts?—Yes.

1393. And you answered, when the question was put to you, that you would be bringing these people from the congested districts in London to their work?—Yes.

1394. But that is not what you state in your proof?—Excuse me; I may not have been sufficiently clear. What I intended to convey in answer to the honourable member was, that we should only take down to a factory situated in the valley of the Lea, a man living in Whitechapel, and that he would come back at night and sleep in Whitechapel, so that there would be no inducement for a man to go and live out of the congested district of Whitechapel in the country, because he would be able to get to his work in the country from Whitechapel and therefore would continue to live there.

1395. But the question I put to you is, that you are raising an objection to carrying men from London to their place of employment, because you say it would be an inducement to overcrowd the already congested districts. It is taking them out of the congested districts?—Not to live there. I take a man out to his work.

1396. The desire is, that workmen should be brought from London by the trains to the district where they are working?—Yes.

1397. And your reply is that you would bring them to already congested districts?—You would take them out for their day's work but you would still let them live in the congested districts.

1398. What has that got to do with it? Let me put it in another way. You say that when your trains come from the country into the city they have to lie idle?—No, not lie idle; they go back empty.

1399. Would it not pay you then to carry the workmen back to these places?—Undoubtedly.

1400. Why cannot that be done? You are not carrying them to an overcrowded district?—No, but I should be enabling them to live in the overcrowded district. The object is to make the workman live out at Walthamstow. If you take him down to Walthamstow for his work and bring him back in the evening, you let him live in the conjested district.

1401. That is his business?—Yes, I know.

1402. The point is that the man wants to get to his work?—Yes.

1403, And you decline to carry them from London to these places where they should go to work?—For the reason that I have given.

1404. Because it would bring them to an overcrowded district?—No, because it would bring them back to an overcrowded district.

1405. You

Mr. *Levy.*

1405. You said at the beginning of your evidence that there was a loss of 12,707*l.* in 1902, and a total loss from 1884 to 1902 of 211,698*l.*?—Yes.

1406. That is simply a loss of revenue?—Yes.

1407. And although you show that as the net loss, you may have made a profit on that traffic?—Yes.

Mr. *Ure.*

1408. Is there any practical remedy that you could suggest for the mischief which has been complained of again and again, of bringing workmen into London an hour or an hour and a-half before their work hour?—The practical remedy is that they should pay the higher fares.

1409. I mean consistently with the low fares; you do not know of any practical remedy?—I do not think it is fair to the railway companies to expect them to extend these low unremunerative fares to a later hour in the morning, for the reasons which I have given in my evidence. If the State thinks that workmen should travel at an unremunerative price, let it subscribe for it out of the Imperial taxes, in the same way as if they think that workmen should have their coals or butcher's meat cheaper—let the State pay for it.

1410. Then, I understand that your view is, that if workmen are to have cheaper fares they must submit to be brought in at an earlier hour than would otherwise be necessary?—Yes, for this reason, that the only way of bringing them all in, bringing everyone who wants to get into London at 8 a.m. would be to build other lines, and those lines would certainly be unremunerative, because they would merely be built for the cheap fares for two half-hours in the morning. It is obvious to anyone that they would not be remunerative as a commercial undertaking.

1411. It is the congested traffic that is the real obstacle?—I think a great deal too much has been made of the congested traffic, because, as I mentioned before, there is not a single half-hour in the day when we have not more seats than passengers travelling.

1412. The railway companies have fully in view, have they, that at Common Law they have still right to regulate the passengers in their entry to the carriages?—Yes, but practically it is impossible.

1413. I was going to ask you: I suppose that practically you find it impossible, although you know that you have the right?—Yes, you remember perhaps that 5 or 6 years ago we had some riots at Edmonton in consequence of some regulations which we put in force.

1414. Would it be any relief or material advantage to the railway companies if the system of rating were altered in their favour, in those districts from which you are bringing in large bodies of workmen?—Undoubtedly it would; but it would have to be very materially altered, and to a great extent.

1415. You are aware that Parliament has occasionally relieved the railway companies to the extent that it has enjoined, that they shall

Mr. *Ure*—continued.

be rated upon agricultural value where it is presumed that the line will be unremunerative?—Yes, but I think that the expense of bringing workmen in up to 8.30 or 9 o'clock would be so great, that even if the rates were remitted in the district altogether, it would not cover the burden upon the railway companies.

1416. Then your answer to my question would be in the negative: that you would not get a material relief?—I think you must go further than that.

1417. And almost relieve you from rates altogether?—Yes.

1418. Have you considered to what extent your trains must be filled in order to enable you to pay your way?—They ought to be full at 2*d.* fares.

1419. To make them pay?—Yes.

1420. But in order to enable you simply to pay your way without making any profit?—If these workmen's trains were completely filled at 2*d.* fares they would do rather more than cover their working expenses, but they would not leave as much to enable the company to pay the dividend as is left by the ordinary trains.

Mr. *Peel.*

1421. If the working class population in Walthamstow and Enfield and other places on your line go on increasing at their present rate, I suppose you will not be able to cope with the traffic at all?—I have no fear of that. As I say, at present we are lengthening our trains and lengthening our platforms so as to increase our carrying capacity, by I think it is, 23 per cent. It will take some time for the population to increase to that extent, and when it does, then I think we shall be able to devise some other means.

Mr. *Gerald Loder.*

1422. Building wider carriages?—We have done that: all our suburban trains have wider carriages now.

Mr. *Peel.*

1423. But of course all those extra expenses will further diminish the earning power?—Yes, there is no doubt about that.

Chairman.

1424. You do have complaints of overcrowding?—I do not think we have many complaints. People recognise that if they wish to travel by the last trains they must be overcrowded. There would be plenty of room if they would travel by the train three minutes before.

Mr. *Gerald Loder*

1425. I do not think Mr. Peel quite understood your answer. He asked you whether all these expenses would not decrease your earning power. Surely the object of them is to increase it?—To increase our ability to deal with the workmen.

Mr. *Gerald Loder*—continued.

1426.—Broader carriages are more expensive to build no doubt, but they increase your earning power, surely?—In one way they do, and in another they do not. It does not increase our net earning power, perhaps. It increases our earning power, but if we are carrying these workmen it does not leave sufficient margin to pay a satisfactory dividend.

Chairman.

1427. I might suggest to you that you have also increased the width of your first and second class carriages?—Yes.

1428. So that you cannot wholly put the increase in width of your trains down to the workmen?—No.

Monday, 25th July, 1904.

MEMBERS PRESENT:

Lieut.-Colonel Bowles.
Mr. Galloway.
Mr. Levy.
Colonel Lockwood.
Mr. Lough.
Mr. Nannetti.
Captain Norton.
Sir Harry Samuel.
Mr. Sheehan.
Mr. Ure.
Sir Thomas Wrightson.

LIEUT.-COLONEL BOWLES IN THE CHAIR.

Mr. WILLIAM HENRY HELLIWELL, called in; and Examined.

Chairman.

1429. Will you tell us whom you represent here?—I represent the Edmonton Working Men's Trains Association, which was formed in October, 1901, which was practically a continuation of a previous Edmonton Association called the Edmonton Later Workmen's Trains Association.

1430. Do you merely represent the town of Edmonton to-day, or Enfield as well?—I may say, at the request of your clerk, I was asked to say something on behalf of Enfield, so as not to have too many witnesses, as I reside in Enfield and have attended all the meetings there on this trains question for the past few years.

1431. Do you travel habitually by the trains?—I do not at present travel by the workmen's trains, but since the year 1884 until about seven years ago I travelled daily. I am a compositor by trade, and I went to live at Edmonton in the year 1884, and travelled in the workmen's trains. My experience at that time, even so early, was that the last train, which was then about 6.15, workmen's train at 2*d.*, was fearfully overcrowded.

1432. This is in what year?—1884.

1433. That is a great many years ago?—It is.

1434. We should like to hear your experiences since then?—In the mornings it was quite unusual for me to ever get a seat.

1435. Are you talking of 1884?—Yes.

1436. We hardly want to deal with so many years ago as 1884. We want to know what exists at the present time?—I may say the 6.22 train has continued to be crowded like that since then, and is so now. The company are supposed not to issue more tickets than fill this train, but it is still crowded, and at 7 o'clock every evening they put a board outside that no more 6.22 tickets are to be had; that applies to the following morning 6.22 a.m. That means that scores of workmen and women who wish to take the 2*d.* ticket, that is the latest 2*d.* ticket, cannot do so.

Mr. *Galloway.*

1437. How do you know that?—Because I know that in individual cases, in scores of names that I could give.

Chairman.

1438. You mean this 6.22 from the low level?—From the high level and the low level. There are two lines, and it applies to both.

1439. Are there two trains leaving Edmonton at 6.22?—Yes, about that time (between 6.22 and 6.39 three 3d. trains run from Edmonton, the 6.39 being filled.

1440. Can you tell me the number of men that travel by those two trains?—It is about 750 in the latest train.

1441. In each train, or both?—In each train.

1442. That is about 1,500 men travel at that hour?—Yes.

1443. At the present time the company do provide for 1,500 men?—Yes.

1444. Could you say what men travel by the previous trains; are they over-crowded?—They are none of them crowded like this last train is. In fact that is the experience on all the last 2*d.* trains, that they are all crowded.

1445. Do the other trains run even as much as what one may call full?—In one or two cases, the 6.17 and the 6.6

1446. What do they run as?—The train before the 6.22 2*d.* is crowded.

Mr. *Galloway.*

1447. What do you mean by crowded?—Every seat the carriages hold is filled and one or two standing.

Sir *Thomas Wrightson.*

1448. How many would there be in the whole train?—750 is about the average.

Mr. *Galloway.*

1449. And how many does a train hold?—About 750.

Chairman.

1450. I see you have marked that in the Enfield line service of workmen's trains, the company have refused the stopping of all low level trains at Hackney Downs. Have you seen the evidence of Mr. Gooday?—Yes, I have seen the evidence, and one train is now stopped; but it would be a great convenience if all the trains were to stop at Hackney Downs. I know a case in point—a gentleman who was to have been a witness here, who has to go past that station by the 7.17 3*d.* train.

Mr. *Galloway.*

1451. One person?—Yes, and several others who, he tells me, are with him every morning who have to travel past this station.

1452. I thought you only knew one?—I know one personally. He says he is not alone in this matter; that is Mr. Wright.

Chairman.

1453. Has there been any largely signed petition to the railway company, suggesting that the train should be stopped at Hackney Downs?—Yes; we have had a public meeting on the matter, and a resolution to that effect has been carried. I should like to state, if you will allow me, that, as the result of the overcrowding of the trains, years ago in 1887, was formed what was called the London Workmen's Trains Association, the Central Committee. This was an Association of Delegates of the various districts of London emanating from Edmonton, the district we are now dealing with. This Association was called the London Workmen's Trains Association, and asked for a service of cheap workmen's trains, in the year 1887, on all London lines.

1454. I really think we need not go into 1887. I think if you will give us evidence of to-day, it will be sufficient?—If you would allow me, at the time what they asked for was this: that the maximum return fare on a workmen's train should be established by Act of Parliament of a 1*d.* for 5 miles return, making 10 miles in all, 2*d.* for 12 miles, 3*d.* for 15 miles, and 4*d.* for 20 miles. Another matter which affects these workmen's trains is that this Association protested against the 100*l.* minimum compensation which is put on all workmen's trains tickets; they protested that it is an injustice to workmen that that should be the limit of compensation to a workman who may happen to be killed in an accident.

Mr. *Ure.*

1455. All that is very academic. Nobody did ask for it?—I beg your pardon. I may say that the result of the great crowding of workmen's trains at Edmonton some years ago, caused, as was known through the country, a great trouble at Lower Edmonton, and the company were called before the Railway Commissioners by the London Reform Union.

Chairman.

1456. What date was that?—That was in the year 1899. At that time the Great Eastern Railway Company were petitioned very largely, first, that there was a need for later running of the morning 2*d.* trains; second, that the——

1457. Let us have the result of this, what the Great Eastern Company has done as to that?—The result of this petition was, as will interest this Committee, that at Edmonton alone, which is a district, as is known to this Committee, of 2*d* workmen's trains by Act of Parliament, it was found amongst 1,762 persons, workmen going to London daily, that 352 did not need the later train. Out of 1,762, 1,410, 169 of whom were females and 308 were young people under 16 years of age, needing later trains than 6.21; that making 1,410 who asked, and

Chairman—continued.

needed, later trains to suit their convenience of beginning work. 146 asked for trains before 7 out of this number of 1,410, 1,007 asked for a train to start from 7 to 7.30, and 257 asked for a train later than 7.30, and even up to so late as 9 o'clock. More than 809 worked at trades in which the hours were late in the evening of leaving work, the wages were very small, or their employment was very precarious and irregular. The result of this was, that the Railway Commissioners ordered the company to put on two 3*d.* trains to start from Lower Edmonton Station.

Sir *Thomas Wrightson.*

1458. At what time?—These additional trains were 7.9 from Lower Edmonton and 7.17. Neither of these trains actually, it is a matter of complaint, arrived so late as 8 o'clock.

Mr. *Galloway.*

1459. You complain of the time the Great Eastern Company take in carrying you, then, that they carry you too fast?—No, the complaint is that they start too early. At that time, and it still applies, anyone can for themselves see at Liverpool Street a number from 50 to 100 in the morning, of young women, and girls and boys, waiting about near the passage that runs at the side of the Great Eastern Station, and, as showing what the result is of these people having to wait about, the language that is heard there is something that is not fit to describe.

Chairman.

1460. Let us have the exact hour that these young ladies and boys come?—They come by the 6.22 train.

1461. What time do they get to Liverpool Street?—They get to Liverpool Street at 7 o'clock.

1462. And what time do they begin work?—They begin work on an average at 8.30 the earliest, and at 9 o'clock in many cases.

1463. Then what difference would it make to them in the price of their tickets if they arrived at 8 o'clock?—It makes a penny difference; but the ticket is hedged round with conditions of issue, which are very much to their disadvantage.

1464. But let us keep to this point. To enable them to travel at this later hour means a difference of 6*d.* a week?—Yes, of 6*d.* a week.

1465. So that it really means this; that their health and everything could be taken care of if they were given an extra 6*d.* a week in wages to pay for their ticket?—That is so. These tickets are hedged round with this condition, that they must be workmen. The Great Eastern Company, I may say, does not refuse anybody a workmen's ticket up to 6.22; anybody who asks for a workmen's ticket is counted a workman. We consider that is really a good definition of a workman, anybody who asks for a workman's ticket on any train. But after 6.22 the company, because they seem rather annoyed that they should be compelled to issue this 3*d.* ticket to arrive as near 8 o'clock as possible, have hedged it round with this condition; that you must take six tickets, that means 1*s.* 6*d.*, and you must pay that on the Thursday previous to beginning

Chairman—continued.

beginning to use the first ticket. That means that the company hold 1*s.* 6*d.* of the very poorest workers' money, girls and boys in many cases practically, and they hold it three days before the workmen can use the ticket.

Mr. *Galloway.*

1466. They do not need to take a ticket unless they like?—They need not take it, but they must go by the 6.22 train if they do not.

Mr. *Ure.*

1467. They lose the interest on the 1*s.* 6*d.* on three days?—It is the advancing of 1*s.* 6*d.* by very poor people that is a matter of serious importance, as perhaps some of the members of the Committee will know. Not only that, but the condition that they must actually be workmen is a serious matter to the very poorest, in cases I know myself, of clerks. A boy gets on well at the Board School, he gets a position at Westminster here as a clerk, but he is refused this 3*d.* ticket and he has to pay 6½*d.* or come at 6.22, when he begins work at 9 o'clock. The Committee and public meetings, a great number of them, have passed resolutions that the 3*d.* ticket should be issued the same as the 2*d.* ticket; if it is continued at all then it should be issued daily, the same as the 2*d.* ticket without these restrictions.

Chairman.

1468. Are you aware that according to some of the evidence we have heard up to the present time, in other districts they have been asking for facilities to have the tickets issued not daily but in weekly batches, and the Great Eastern Company is considered to have great kudos for so doing?—It may be so; there are individuals in our district that like the weekly system, as being less trouble; but that does not do away with the fact that the larger number prefer the daily issue.

1469. Then it brings us to this point. I should like to know whom you are speaking for; because if there are people who hold divergent views in your district it is a little difficult for the Committee to know whom you are speaking for?—I am speaking for all, I may say; there is not one but what is favourable to the daily issue.

Mr. *Sheehan.*

1470. I take it that what you want is, to have the issue optional to the person?—Yes, that is so.

Chairman.

1471. To have it daily or weekly?—Yes.

Mr. *Sheehan.*

1472. Optional?—Yes.

Captain *Norton.*

1473. Daily and weekly?—Yes.

Chairman.

1474. Yes, it is daily and weekly?—Yes. I may say that on November 7th, 1901, we had a public meeting, at which this resolution was carried: "That this Meeting protests against the Great Eastern Railway Company being allowed by the Railway Commissioners to stop running the 7.9 a.m. 3*d.* train from Edmonton."

Mr. *Galloway.*

1475. To discontinue it?—To discontinue it. It also asked that the serious overcrowding of workmen's trains both up and down should be remedied at once, and urges that the 7.9 a.m. train should stop to take up passengers at Angel Road Station (thereby relieving the present pressure at Silver Street Station). I may say that that was refused, and has been refused up to the present by the company.

Chairman.

1476. The reason why they refused it is, because the Angel Road Station is not on the 2*d.* workmen's line?—It is on the 2*d.* workmen's line at present since the Railway Commissioners' inquiry.

1477. I mean, that it was the line to Enfield that under the Act of Parliament, they had to run the 2*d.* trains on?—That is so.

1478. I mean it in the legal sense?—Yes, but at the present moment the 2*d.* and 3*d.* trains both run on this line; it is merely asking them to run on this line also. This resolution was carried, and it was endorsed, I may say, by the Edmonton District Council: "That in all Bills before Parliament for the housing of the working classes, a clause be inserted in future for a cheap service of workmen's trains to and from the districts where large numbers of workmen's dwellings are to be erected." That was passed in view of the fact that the Cheap Trains Act is evaded in such a way that it only applies when the workmen are in the districts after the houses have been built; and this was suggested to meet that.

1479. Might I ask what effect that would have on the value of the land?—I have not gone into that matter.

1480. It amounts to this, does it not, that the shareholders of a railway company are asked to do something which would enhance the value of the building land, that is what it really amounts to?—The point which we urge in regard to that matter is, that the spreading out of workmen on all lines would rather tend to equalize the value of land even, but it would certainly tend to take away the pressure of working men at Edmonton and the north-eastern side of London.

1481. Just one question: At whose cost do you suggest that should be done?—We did not suggest at whose cost this was to be done.

1482. It was not put before the meeting, I suppose?—I take it it comes under the same principles as the Cheap Trains Act.

Mr. *Galloway.*

1483. You suggest that the railway companies should do it then?—By which the railway companies having so great a monopoly are getting an advantage; and that the remission of the passenger duty under the Cheap Trains' Act is also a very great one. It was stated in 1889 that on the Great Eastern line no less than 72,000*l.* had then been received by the Great Eastern in the remission of passenger duty. As regards the overcrowding and the taking of the children too early up to London, at this public meeting Dr Benjafield, then the Chairman of the Edmonton School Board, and still Chairman, testified that this was very unhealthy, and that the fearfully overcrowded

Mr. *Galloway*—continued.

overcrowded trains were a great physical danger to the passengers.

1484. Since then the Great Eastern have put on extra trains, have they not?—They have put no extra trains on since 1901, and this applies to that still. Further, the fact that the Cheap Trains Act mentions 8 o'clock for workmen's trains to arrive, was pointed out at this meeting and that in the Special Act, too, of the company; for the 2*d.* trains 8 o'clock is also mentioned, but that no trains, even now not even the 3*d.* trains, arrive so late as 8 o'clock.

Sir *Thomas Wrightson.*

1485. What time does the latest one arrive, the one that starts at 7.17?—About 12 minutes to 8. In regard to issuing 3*d.* cheap tickets, the company have refused to consider it, I have got letters to that effect.

Mr. *Galloway.*

1486. To consider what?—To consider the issue of the 3*d.* tickets, the same as the 2*d.* ones daily on application.

Mr. *Lough.*

1487. How are they issued now?—I have just explained that they issue them at present in packets of six, bought on the Thursday previous, and no one can have them who is not, I may point out, not only considered technically a workman, but has got the signature of his foreman or master for whom he works, previously. He has to get a special form signed to prove that he is a workman and where he works; and it even applies so harshly that a workman who is out of work cannot get these 3*d.* tickets. If he wants to go up to London to seek work daily, he cannot get the 3*d.* tickets because he cannot produce the employer's signature to say that he is at work.

Chairman.

1488. Mr. Gooday, in his evidence, pointed out that difficulty in the definition of a workman. He said it was an unfair thing?—We have asked the company continually if they could not deal with the 3*d.* tickets as they do with the 2*d.* tickets, and not endeavour to restrict the issue in that way.

1489. Is it not necessary for the issue to be restricted because of the overcrowding in those trains?—Our contention is that the company——

1490. Wait a minute. I am not asking your contention. If you had unrestricted tickets for the 3*d.* trains, might they not be too overcrowded?—It might follow that very soon they would need to put on an extra train; but that difficulty is to be got over I hope by a recommendation of a Committee like this; which will spread out the workmen in the various districts round London and not only in one direction.

1491. I certainly hope that happy day may come, but at the present moment we have to look at it as you have it. You say there are 1,500 men taken to Liverpool Street at this time, and I suggest that if you take off the restrictions now surrounding these tickets, those 1,500 would be so greatly increased that there would

Chairman—continued.

not be carrying room in the trains for them?—I would point out to this Committee that the company can provide any number of trains whenever it so desires (the Great Eastern Company) upon our line; that the question of being blocked at the narrow neck of Bethnal Green does not enter into their consideration on Saturdays when there is a football match of the Hotspurs; that trains run there to my knowledge for over one hour one after the other.

1492. At what time of the day?—On Saturday afternoon at the time the traffic is the heaviest even for workmen.

1493. But we had Mr. Gooday in the box the last time, and he did not speak about Bethnal Green, but he spoke about the difficulty of getting into Liverpool Street Station. You have to get your trains in and out again?—These trains start from Liverpool Street.

1494. But you have to get them in and out again to bring the traffic there?—I would wish to point out that they do this on Saturdays when the Hotspurs have a great match; that they are following every one or two minutes behind each other for a considerable time, over an hour at times when there is a great match.

1495. But is the other traffic suspended?—The other traffic is going on just the same; there are no complaints about other traffic whatever.

Mr. *Galloway.*] There cannot be two trains running over the same line at the same time. The Great Eastern may be very clever, but even the Great Eastern have not got to the state of perfection when they can do that.

Chairman.

1496. You only wish to suggest that as one of the difficulties?—Yes.

1497. Have you anything else that you wish to say?—With regard to the overcrowding of these trains, we are assured by a member of our committee, a Mr. Michaelson, who had to do something with the slave trade, and the sailors in 1865, that even the slavers would not have been crowded to the extent that many of these trains are.

We cannot take that as evidence.

Mr. *Galloway.*

1498. In fact, you do not think anything could be worse than the Great Eastern Railway?—It is very badly crowded; there is no mistake about it. Now, in reference to the points you have before you, the first and foremost requisite of our district is, that the 2*d.* workmen's tickets should be issued specially for young people and women up to 8 o'clock, but that that should be the very earliest hour at which 2*d.* trains should cease.

1499. For working women?—Yes.

Sir *Thomas Wrightson.*

1500. To arrive at the station?—No, to start.

1501. That would get them in at what time?—At 8.35 or 8.40. We also ask that the postmen, of whom there are several living in Enfield and Edmonton, who have to go into the sorting-office (and are very poorly paid) at the General Post Office, should have an earlier train.

1502. Can

Sir *Thomas Wrightson*—continued.

1502. Can you tell me any individual cases of which you are speaking?—It applies to every postman who has to go to the sorting office. The 4.5 train from Enfield calling at the other stations is what is called an half-fare train, and they have to travel by it in order to get to their work in time. We ask that the Post Office workers at least should be allowed the privilege of having a 2*d.* ticket for those trains.

1503. I suppose you are aware that on the Great Northern Railway and some of the other lines, they cannot even get to the General Post Office; because we had a representative from the Post Office and he said the one line that treated them well was the Great Eastern. I do not know whether you have seen that evidence?—This refers, I may say, to the first train on the Great Eastern, the very earliest train of all.

Mr. *Galloway.*

1504. You think, then, that this gentleman was mistaken when he said that the Great Eastern Company treated the postmen (or indeed anybody) well?—The Great Eastern is the cheapest, but we say the Great Eastern is the worst, in regard to the way in which it meets the demands of the traffic.

Chairman.

1505. Have you any special instances of these post office workmen that you can bring forward?—I can give the name of Mr. Jelly, at Edmonton, for one.

1506. Any others?—I could not give any other name.

1507. It is useful to know the numbers?—Yes.

Sir *Thomas Wrightson.*

1508. What is the train they come in by?—The 4.5, starting at Enfield Town. I do not know whether it comes within this Committee's inquiry, but we have also asked for the issue of cheap third class season tickets along with the people on the northern lines. We think it would be a great advantage, and it would certainly tend to relieve the pressure on the half-fare trains, as many could come later than they do at present if they could have a third class season ticket at proportionate rates to what second class seasons are granted.

Chairman.

1509. That would only affect the better class of workers?—Yes, the better class of workmen and workwomen, or the better-off class.

1510. You have dealt with the question of the 3*d.* return tickets, daily, as well as weekly?—Yes.

1511. Then the running on Bank Holidays is your other point?—We have a very serious complaint about the company. They have put in their bye-laws that the first of the two 3*d.* trains shall not be run on foggy days or on the day after Bank Holiday; and the result of that is, that in quite a dozen cases to our knowledge, there are men who cannot get to work in time; they have to take another ticket, after having taken the weekly 3*d.* tickets to get up to work in time, as the 7.9 happens to just suit them. That is another proof, the Committee will see,

Chairman—continued.

of the fact that there are a large number of workers who wish to go later; as, in the two 3*d.* trains the numbers run that by the last 3*d.* train 900 go daily from the low level station; and by the first 3*d.* train only 400; and they are both the same sized train. We have also a serious complaint to make about the company allowing overcrowding in the evening at certain hours. We have the 6.26 down train from Liverpool Street; that is overcrowded. We have the trains following that for at least an hour, all overcrowded; and we think the company should try and run extra trains at those hours in the evening from 6.26 to 7.26.

1512. Is it not your experience that on all the suburban lines round London, at certain hours all the different classes are overcrowded?—That is so, but these are so greatly overcrowded that we think the company might put on at least two more trains in that time. It is a common thing that there should be 24 in a compartment where only should be 12. I may say that not only Edmonton complains but this refers to the Great Eastern Railway, even at Wood Green; they complain about the system of issuing the 3*d.* tickets in weekly packets instead of issuing them daily.

1513. You had better keep to your own district?—I was asked also to say something about the Enfield line, that is outside Edmonton. Workmen, for instance, who work at Enfield Lock and live at Edmonton, have to pay 4*d* return, which is not half the distance that it is to London—on the Cheshunt line for instance—to get to work. We think that 2*d.* should be the maximum fare for the workmen on that line.

Colonel *Lockwood.*

1514. Anywhere?—It applies anywhere, of course, but I am giving now a local instance, Enfield Lock, where it is a very short distance, and they charge 4*d.*

Mr. *Lough.*

1515. How many miles is that distance that you are speaking of?—Three miles at the outside.

1516. And they charge 4*d.* for three miles?—Yes.

1517. And 2*d.* for 10 miles?—Yes.

Chairman.

1518. How many are there travel?—A large number every morning; there are quite 350 from Lower Edmonton station and Tottenham.

Mr. *Lough.*

1519. Who want to go every day?—Who have to go every day.

1520. And they can get nothing less than a 4*d.* ticket?—No.

Mr. *Galloway.*

1521. After a certain hour?—Yes, and that only to a certain hour

Mr. *Lough.*

1522. Mr. Galloway asked you after a certain hour. He is under the impression that at a

Mr. *Lough*—continued.

certain hour they are carried for 2*d.*?—No, they are never carried for 2*d.*; it is more than that later in the day. I have also been asked to point out that at Enfield Lock, where there exists a Government factory, there have been a great many dismissals of late of workmen, and they are men with families who resided in that district; and they find it very hard to have to pay 9*d.*, the half-fare to London, from Enfield Lock station daily—that is about 9¾ miles. These men if they go to Stratford or any district like that to work have this heavy fare to pay, and the result of this is of course that the men have to take lodgings in London, away from their families' or break up their homes. They do not want to leave the district, as they are hoping there will be more work in future and they can stop in the neighbourhood and not break up their family ties in any way. And as pointing out the way the company treat us, one of the very latest letters I have received from the Great Eastern is to this effect: "Although our legal obligation is only to run one 2*d.* train from Edmonton before 7 a.m., we actually run 14 from the Enfield line reaching Liverpool Street between 5 and 7 a.m." This is in reply to an application to issue these 3*d.* tickets the same as the 2*d.* ones: "If we were to issue these tickets" (this is in regard to the postmen's application) "by an earlier train on this branch we should probably be asked to issue them throughout the night where we run an all-night service." I may say the company are continually replying in that tone. That is a kind of threat, that they are only compelled to run one 2*d.* train.

Chairman.

1523. I do not see any kind of threat in it?—It is taken as such; it is a fearful thing.

1524. I might say that it is not a threat, and I will put a question to show it. Although the company are only bound to run one workmen's train by Act of Parliament, the Railway Commissioners would enforce that they should run more if the need were shewn. Is not that the fact?—Yes, but I have a letter from Mr. Gooday to the effect that he considers he is only compelled to run one.

1525. But is it a fact that the question of running these workmen's trains is not a question for Mr. Gooday, but for the Railway Commissioners to decide whether there is a sufficient railway traffic?—We think it is so; but the manager of the company does not seem to think so.

Mr. *Galloway.*

1526. Why do you say the manager of the company does not seem to think so?—Because he has replied to that effect.

1527. You complain, I understand, in your evidence that the Great Eastern Railway Company do not run workmen's trains on Bank Holidays; is not that so?—No, the day after Bank Holiday we complain of.

Mr. *Lough.*

1528. You do not ask for Bank Holiday at all?—No, not at all, not more than are at present run.

1529. But none are run on Bank Holiday?—There are certain trains run on Bank Holiday.

Mr. *Galloway.*

1530. You do not ask for any more?—No, I never stated that we asked for Bank Holiday trains.

1531. But you do admit as a matter of fact that there are workmen's trains run on Bank Holidays and Christmas Day?—Yes, certainly.

1532. With regard to this question of workmen, or workwomen I think rather your complaint is, arriving at Liverpool Street some time before going to their work and being compelled to stop in and outside Liverpool Street Station. Do you know any more reason why the railway company should be asked to run their trains later, than that the employers should be asked to open their works or shops earlier in order that this standing outside Liverpool Street Station may be avoided.—No, I cannot say I know any reason. It is a fact that I have noticed, particularly in the north of England, that work begins much earlier than it does in the south; it is the tendency in the south to begin later in the morning.

1533. We work much harder in the north of England than you do in the south. As regards the evening trains, you want extra ones put on. Do you know, as a matter of fact, that however anxious the company might be to fall in with your wishes, it is absolutely impossible to put on another train at the hour you suggest, because there are not rails on which to run them?—I do not know that, certainly. The Railway Commissioners in the case in 1899 certainly did not allow that objection that there would be difficulty.

1534. I am not talking about 1889; I am talking about now at the present time; you see that is 15 years ago?—As regards the accommodation, the only objection that the company made as to the difficulty of running trains was, as to platform accommodation.

Sir *Thomas Wrightson.*

1535. When was this?—When the London Reform Union had their case.

Mr. *Galloway.*

1536. What year was that?—That was in 1899.

1537. Five years ago?—Yes; Mr. Justice Wright asked the company if it would not pay them to put up a fresh platform or to lose the passenger duty.

1538. You stated, did you not, in your evidence, that the 6.6, I think you said, and the 6.17 from Edmonton, went out every morning crowded?—The 6.17 and the 6.22.

1539. Those two trains went out overcrowded every morning?—Yes.

1540. And you said that the average number of people in the train was 750?—About that; I could not say exactly the number; I have never counted them. It is about 750.

1541. 750 was your own figure?—Yes.

1542. Would you be surprised to hear, as a matter of fact, that those trains hold about 850 people?—It may be; I should not say to a hundred. The greatest number run on the last 3*d.* train is 900.

1543. There are trains that carry 900 people?—Yes.

1544. Really. Have you any idea what the average

Mr. *Galloway*—continued.

average number of people is that are carried in these 6.17 and 6.22 trains ?—I could not say the absolute number.

1545. Would you be surprised to hear that it is considerably less than 750 ?—I should.

1546. Then it is only about half. Would you be very much surprised to hear it was so ?—Certainly I should.

1547. You do not travel by these trains now, do you ?—No, not often.

1548. You used to, did you not ?—Yes.

1549. Up to how long ago ?—Eight years ago.

1550. Might I ask you; I think you said you used to be a compositor ?—Yes.

1551. Is that the occupation you follow now ?—No.

1552. What occupation do you follow ?—I am Secretary to the Liberal Association at present.

1553. Thank you; that accounts for a good deal. I need ask no more questions.

Mr. *Lough.*

1554. You know the people who live there very well ?—Very well indeed.

1555. And you have spent many years there ?—Yes.

1556. Your being Secretary of the Liberal Association brings you into contact with their grievances a good deal ?—If you wish to know why I come into contact with their grievances, I am Honorary Secretary of the Workmen's Train Association, and have been for many years before I was Secretary to the Liberal Association. I was also Secretary of the Later Workmen's Trains Association and for the London Workmen's Train Association that was originally formed.

1557. At any rate these various engagements bring you into contact with people ?—Certainly.

1558. And you know what they want ?—Yes.

1559. Will you give me that letter from the railway company that you quoted from ?—Yes (*handing the letter to the Honourable Member*).

1560. They say here on the 23rd July, 1903: "Although our legal obligation is only to run one 2*d.* train from Edmonton before 7 a.m." Do you know what they meant by that ?—I take them to mean the reference in the Act by which they built this line by which they were compelled to run.

1561. You think they refer to the 1864 Act ?—Yes, by which they run the 2*d.* train.

1562. Then they take no notice of the Cheap Trains' Act, 1883, from this letter ?—None whatever.

1563. They think they have no obligations under that at all; is not that so ?—It seems so.

1564. They take all the money they can get and they deny any obligation to run a train; and that, of course, is what leads to your grievance down there ?—That is so.

1565. Now, I will just ask you a question about these daily tickets. The people must come on Thursday, at what hour on Thursday ?—From four o'clock in the afternoon.

1566. Till when ?—Until any time up to the time the booking office is closed, the last train.

1567. From four o'clock to ten about ?—Eleven.

Mr. *Lough*—continued.

1568. They will not give them any day except Thursday ?—That is so.

1569. Then they make them pay for six return tickets for one week ?—Yes.

1570. If the six tickets are not used in the week for which they are issued, have the workpeople to suffer the loss ?—Yes, they do.

1571. And if workpeople have only to go five days a week, if anybody has a five days' job, he loses a day every week ?—Yes, except Bank Holidays, when they issue a notice that instead of giving six tickets they issue five.

1572. Do they give any reason for this arbitrary refusal to issue them any day except Thursday ?—They go behind the Commission.

1573. Never mind the Commission; do they give any reason for selecting this Thursday and not issuing them at any time ?—No, they have never given us any reason whatever.

1574. It is a great hardship that they will not give them whenever people bring them the money, is it not ?—It is.

1575. And contrast it with the 2*d.* ticket; will they sell one ticket for 2*d* ?—Yes.

1576. And at the same station ?—Yes.

1577. But not one for 3*d.* ?—Not one.

1578. In fact it is a sort of Turkish autocratic rule with you ?—That is so.

1579. They do anything they like with you ?—Yes.

1580. Now come to this question of Enfield Lock to Tottenham. You say there is not a workman's train at all there ?—No cheap workmen's trains. There is a half-fare train.

1581. You know the difference between cheap trains and workmen's trains ?—Yes.

1582. Is there any workmen's train from Enfield Lock to Tottenham ?—No.

1583. Is there any cheap train from Enfield Lock to Tottenham ?—A half-fare train; a cheap train as it is called by the company.

1584. What is the fare, 4*d.* for three miles return ?—Yes.

1585. That they call half-fare ?—Yes.

1586. The company say that wherever there is a large group of workmen, their manager said so here, they are willing to carry them. Have you a large group at Tottenham to be carried to Enfield Lock ?—Certainly.

1587. How many have you ?—Quite 400.

1588. Have you ever asked for a train for them ?—Yes, and have been refused.

Chairman.

1589. To be carried from Enfield Lock to Tottenham ?—Yes, and *vice versa.* We have asked for one way and the other.

Mr. *Lough.*

1590. But there is a large group of workmen there; there is every condition that ought to exist under the Cheap Trains Act ?—Certainly.

1591. And they will not give you the train ?—No.

1592. Of course you would like a train both from Tottenham to Enfield Lock and from Enfield Lock to Tottenham ?—We ask for these workmen's trains to run out or in; up or down as the term may be.

Mr. *Lough*—continued.

1593. Do you happen to know generally, by the way, that there are many other stations on the line like this Tottenham one, where there is a great grievance because there is no suitable service of trains?—There is a great grievance at Ponder's End for instance. There are factories at Ponder's End which it would suit the workers to ride to from Tottenham, or London even in many cases; and there are a large number of workers in Ponder's End who stay in Ponder's End as long as they can, working in London, if they have got work in London. Their fare there is 7½*d.*, the cheapest.

1594. I will put it in this way. The company admit a certain responsibility to run the people to London in a limited way, subject to grievances?—Yes.

1595. But they do not admit the general responsibility to run them from any station to any other station, apart from London?—No, they refuse all considerations.

1596. Then you said you want the women's tickets specially up till 8 o'clock, so that they might arrive at 8.30. Do you know that 8 o'clock is mentioned in the Cheap Trains Act?—Yes.

1597. And your grievance would be met if the company interpreted that to mean the hour of starting the train?—That is so.

1598. If they would allow you to start up to 8 o'clock a.m.?—Yes.

1599. Did you show us the letter where they allude to the postmen, saying that they would not give you a cheap ticket for the postmen, because they said, all people that travel by night would ask it?—Yes, they said they would be asked to run them for night workers, wherever they run trains all night.

1600. Have you got that letter with you?—Yes.

1601. I will ask you another question without the letter. Have they not got a system whereby they give a ticket to a workman who brings a certificate from his employer?—Yes, the 3*d.* tickets.

1602. Could you show me one of those certificates?—No, I have not got one of them.

1603. But there is a form they recognise?—There is a form they recognise.

1604. Would they have given the Post Office people these tickets if they had brought a form?—Certainly not, because it only applies to the 7.9 and 7.17.

1605. That would have met the company's difficulty then, anyway so far as you were concerned?—Yes.

1606. They did not offer to you "If these postmen bring us a certificate they shall have the tickets"?—No.

1607. They could have done that?—Yes. We did not ask that this train should be made a 2*d.* train to anybody.

1608. They do not seem to go out of their way much to supply the local needs?—That is our great complaint with the Great Eastern Company.

1609. There is just one other thing I will ask you. You think that the grievance you suffer from in the over-crowding of some lines would be relieved if all lines were compelled to give this accommodation?—Yes.

1610. Your evidence is not aimed specially against the Great Eastern Company?—No.

1611. And that also would meet the Chairman's point when he asked you whether the effect of this facility would not be to raise rents. If it were given all round, it would not raise rents?—It would not apply to any great extent.

1612. Then, on this season ticket point, is there any third class season ticket given on the line?—None; second is the lowest.

1613. And I suppose the convenience to workmen would be so great that the better class of workmen would strive to buy season tickets if they were issued?—Yes.

1614. The Chairman asked you, at whose cost were these facilities to be given. Of course, you do not understand that question at all?—I have not gone into that matter; I may say we have never discussed that.

1615. Perhaps the Chairman has not either. Perhaps it would not be at anybody's cost. It might pay?—Our belief is that it would pay.

1616. Then it would not go to anybody's cost, but to the profit of the railway company?—Yes, I think, perhaps, I ought to give one reason why I think it would pay, briefly, and that is this: That Edmonton has been largely populated by workmen—there are 51,000 inhabitants at the present time—workmen employed mainly working in London. The result of that is, that the number of people paying full fare is very numerous by every train. A great proportion of those people would not be there but for the business that is done in the district of Edmonton as the result of the large population, as there are no factories practically in Edmonton.

1617. The point you are on now, and I do not think you understand it fully, is, that because they have created a large town at Edmonton there is a great deal of general business?—Yes, in the daytime.

1618. If that was taken into account probably it would add to the profit of the railway company?—Yes; and that would apply in other districts if workmen's trains were run.

Colonel *Lockwood.*

1619. Have you ever formulated these fresh desires of yours to the Railway Commissioners You say you have got all these grounds of complaint for extra trains. Have you approached the Railway Commissioners at all?—We gave evidence for the London Reform Union before the Railway Commissioners, which resulted in the two 3*d.* trains.

1620. Since then you have not formulated any fresh desires?—None whatever; it is expensive.

1621. Roughly speaking, have you any reason for thinking that a workman ought to be carried at a non-remunerative rate because he is a workman?—We do not ask that.

1622. You have no other reason?—No.

1623. And you have not considered the question whether the company could possibly run more trains than they do now?—We certainly believe that they could.

1624. Why do you believe that they could?—Because at different times they run a much greater

Colonel *Lockwood*—continued.

greater number of trains than they run during the hours when the workmen are carried up and carried down. On special occasions they run a very large number of trains, as I have mentioned, when the football matches are taking place on this very line.

1625. You know that they have other traffic besides workmen?—Yes.

1626. You have considered their convenience as well, have you?—Yes. I may say that this line is mainly a passenger line.

1627. Yes, I know the line; but there are other passengers, I put it to you, besides workmen, although not so numerous of course, who have to be considered?—Yes.

1628. You would grant that?—Yes.

1629. And you would not wish them to be left out of your reckoning?—No.

1630. But you believe, notwithstanding the General Manager's statement (I am now thinking particularly of the 6.17 and 6.22), that there is room to run more trains in between these specified times?—I did not say between these two last trains there was time to run more trains. What we want and what we suggest is, that there is plenty of time to run more 2*d.* trains later than 6.22.

1631. Between 6.22 and when?—Between 6.22 and 7 o'clock.

1632. You say there is plenty of time to do that?—Yes.

1633. Have you gone into it?—Yes.

1634. With whom?—That is when the train stops?

1635. No, I do not want to puzzle you about it, but you state that there is plenty of time to run extra cheap trains between 6.22 and 7 o'clock?—Yes.

1636. And I ask you where did you get that information from, how do you know it?—In the first place, they have got two platforms from which these trains can be run, they can start from the low level and from the high level. At the present time they run only the 6½*d.* train, the half-fare train, and, of course, our grievance is the overcrowding, and the too early running of the 2*d.* trains.

1637. I will not pursue the subject. You do not know anything about how the rails might happen to be occupied by other trains, or any little detail of that sort.

Captain *Norton.*

1638. You are aware that under the Cheap Trains' Act if anybody interested in the carriage of workmen wished to bring the Cheap Trains' Act into operation they must go before the Railway Commissioners?—Yes.

1639. And you are aware that that is a very costly proceeding?—Yes.

1640. But that when a body are wealthy enough to go before the Railway Commissioners, as a rule they succeed; that practically the law is with them—you are aware of that?—The only experience I have had is the 1899 case, and there they did succeed.

1641. However, you are aware that the Cheap Trains' Act is practically a dead letter owing to the immense cost that it entails on anybody who wishes to bring the shortcomings of any railway

Captain *Norton*—continued.

company to the notice of the Railway Commissioners, and that is really what stops the operation of the Act?—I may say with regard to that, at Edmonton we have considered, and the District Councillors, who are members of the Association, have considered the matter, and found that it was too costly to even ask the District Council to take the matter up: they thought it too costly.

1642. You are aware, however, that, as compared with the other railway companies who have termini in London, the Great Eastern Railway Company is one of the very best and treats the workers very generously; that their conduct towards the working classes is far better than that of any other line which serves London?—It is far the cheapest.

1643. And, as a matter of fact, there are only four points that you wish to urge; the first is, that return tickets should be issued on all days when the office is open, in any numbers that the would be passenger may desire?—That is so.

1644. That is one point?—Yes.

1645. Another point that you wish to urge is, that further facilities should be given for women and girls who have to travel up to their work every morning, that these people should be given a later train?—Yes.

1646. That they should be allowed to travel at a cheaper rate by a later train?—At the cheapest rate.

1647. Then with regard to postmen, have the postmen, so far as you are aware, ever directly approached the company with a view to the company giving them one train which would enable them to get to their work at 4 or 5 o'clock in the morning, whichever it is?—I am not aware that they have themselves done so; they have approached our association to put the matter before the company.

1648. And did you do so?—Yes, we did so, and the company refused. The letter which has been handed in is the reply to that.

1649. Then have you ever asked them for cheap third class tickets such as are issued by the London Chatham and Dover Company?—Yes, and that they have refused.

1650. But if they granted you those four privileges, namely, cheap return tickets, a later cheap train for women, a special train for postmen, and cheap third class season tickets, you have no other fault to find with the Great Eastern Company?—No, except that we want them to keep pace with the number of passengers and not allow them to be overcrowded either coming up or going back in the evening.

1651. But you are aware, are you not, that they have done their very best to meet that difficulty that they now run over their lines a very much larger number of trains than any other company, and that they have had great difficulty to do it, that they have done their best in that direction?—I am not aware of that.

1652. I believe that that is so.

Mr. *Sheehan.*

1653. Whilst it is contended for the Great Eastern Railway that at least they have done better than most other companies, is it not your experience, from representations made to them.

Mr. *Sheehan*—continued.

them, that they have not given you at all satisfactory replies in some instances?—It is.

1654. On the question of overcrowding, whatever numbers may travel by the early trains your own observation has led you to the conclusion that the trains have been at all times overcrowded and are invariably so?—Yes.

1655. Then you contend that if the trains were extended, that is, the cheap workmen's 2*d.* trains, the congestion at the earlier hour would be considerably relieved?—Yes.

1656. As the result of representations you made to the Railway Commissioners they have put on two additional trains since 1899?—Yes, 7.9 and 7.17. They were compelled to do so.

1657. You first of all petitioned them with the object of giving them an opportunity of doing it voluntarily?—Yes.

1658. And they replied that they could not?—Yes, they refused.

1659. The result of your representation before the Railway Commissioners was, that they were compelled to put them on?—Yes.

1660. And one point that you find great fault with is, that young boys and young girls are brought into the City some hours earlier than their business hour?—Yes.

1661. Then they hang round the railway stations and it has a demoralising effect upon them, you contend?—Yes, that is so.

1662. You said, I believe, that they could come by later trains if they paid 6*d.* per week additional?—Yes.

1663. That is a 1*d.* each day?—Yes.

1664. But, of course, 6*d.* a week for young boys and girls would be comparatively a large inroad upon their weekly wages?—Very large.

1665. What is the latest hour by which those young boys and girls can travel at 2*d.*?—6.22.

1666. What is the hour at which their business generally commences?—Half-past 8 and 9.

1667. You contend then that to meet the general requirements, and particularly the necessities of these people, trains should be started up to 8 o'clock—2*d.* trains?—Yes.

1668. Arriving at 8.40 or thereabouts?—Yes.

1669. On the trains travelling after 6.22 it is then the 3*d.* ticket comes into operation?—Yes.

1670. But you hold that they make a distinction as to the class of workmen to whom these tickets will be extended?—Yes.

1671. What is the distinction, may I ask?—The distinction that clerks, for instance, are not considered workmen.

1672. You hold that clerks should come within the classification of workmen?—I hold that anyone should be a workman, that the standard of a workman should be more the wage the workman receives than the name by which he is called.

1673. You hold that a clerk or warehouseman or shop assistant earning a wage perhaps less than an artisan, should be classified as a workman and entitled to travel by the workmen's trains at workmen's rates?—Yes.

1674. You consider the present system a very distinct hardship upon clerical men, men engaged in clerical occupations?—It is.

1675. There is one point I noticed in your evidence when you gave it that it showed the duty of the railway companies to try and develop the workmen's traffic in at present undeveloped areas. You hold, as the manager of the London Brighton and South Coast Railway Company gave us in his evidence the other day, that by running trains to outlying districts, which he proposed to do when the Victoria enlargements are made for the purpose of bringing a middle class traffic into the City, that a working class traffic could be developed in the same way by running trains out?—Yes.

1676. At first it might be expensive, but ultimately it would be a profit to the company?—Yes.

1677. And you believe it would take away the pressure of the workmen in districts such as you represent at the present time?—Yes.

1678. Is it a fact that nothing whatever has been done by the Great Eastern Company since 1901 to relieve the congestion and provide better accommodation for workmen?—That is so.

1679. Have they put any additional trains on?—No.

1680. Have you made any representations since then?—Certainly, in 1902 and 1903.

1681. And the general tenour of their replies has been that they can give no extra facilities?—Yes.

1682. But your own conviction is that they could if they tried?—Yes, they said the same thing in 1899 when the case was before the Railway Commissioners.

1683. They represent that they cannot run more trains than they do at the present time in the early hours of the morning?—They have never said they could not run more trains. They said the difficulty has been to run more trains.

1684. But you find there is no difficulty at all when they want to run a number of excursion trains for a football match?—Yes.

1685. That it does not interfere with the ordinary traffic of the company in any way?—No, the workmen get down just the same, and that is the heaviest period of the traffic.

1686. The passenger trains run according to the ordinary time table?—Yes.

1687. You never contended, of course, that two trains should run at the same time?—Certainly not.

1688. You think it quite a moderate request or demand that workmen's trains should be extended so as to start up to 8 a.m.?—That is so. That would meet the difficulty in the larger number of cases.

1689. You want the trains to be started up to 8 o'clock, the 2*d.* trains to be extended to that hour, and you want to give the option to the working man of purchasing tickets either in a weekly batch or daily, as they feel likely to do it?—Yes, both; that they can do either that they find most convenient.

1690–1. The great reason you give for the objection to the weekly workmen's tickets is, that some of them are not used by the workingmen who have purchased them?—Yes, that is so. I have at least three letters in which workmen have been refused the 6*d.*, and in many cases 1*s.*; that is four days tickets unused.

1692. Of course the fact that you are agent for

Mr. *Sheehan*—continued.

for the Liberal Association does not influence your evidence in any degree?—I do not see how it can.

1693. Although the fact would put you in the position of being better informed of the evidence to give by bringing you into contact with a number of men?—Yes.

1694. You say that they close on the day following Bank Holiday?—Yes.

1695. That workmen's trains are not run on that day as on other days?—Yes.

1696. Have representations been made on that matter?—Yes.

1697. What has been the reply?—The reply has been that they were willing to run either the 7.9 or the 7.17, but they would not run more than one.

1698. Did they give any reason for being unable to do so?—The reason was that there was not a sufficient number of passengers to pay them on the two trains the day following. Of course, there is always a less number following Bank Holiday; that is a well-known fact.

1699. Now the third-class season tickets; you consider the issue of these would be a great advantage?—Certainly.

1700. For the better paid working men?—Yes.

1701. It would enable them to travel at a later hour, and arrive just in time for their business without waiting around?—Yes.

1702. Then on the whole you consider, even though it is represented to us that the Great Eastern Company are making a serious attempt to grapple with this difficulty of cheap trains, still it is not at all satisfactory from the workmen's point of view?—No.

1703. What they are doing is not satisfactory?—Not satisfactory.

Mr. *Levy*.

1704. You agree that the Great Eastern Company serve you pretty well, so far as fares are concerned?—Yes.

1705. Your great complaint is, that they do not give you trains at a later time in the morning?—Yes.

1706. 6.22 is the last train you can travel by at 2*d*. fare?—Yes.

1707. Do you know whether there is any train between 6.22 and 7.17 from Edmonton to Liverpool Street?—There is the 7.9 3*d*. train.

1708. There are no trains running between 6.22 and 7.17, ordinary trains; I do not mean workmen's trains?—There are no ordinary trains but three 3*d*. and two half-fare (6½*d*.) trains.

1709. Supposing the workmen were carried at the 2*d*. rate between 6.22 and 7.17, would that be satisfactory to you?—Yes.

1710. On those ordinary trains?—Undoubtedly.

1711. Do you know any reason why they cannot do that on the ordinary trains?—We do not know any reason, but they refuse to do so. They have been asked to do it.

1712. Are there any other trains in respect of which they have refused to do so?—Yes.

1713. You have given us some figures. Are you aware that seven-eighths of the people carried by workmen's trains desire to come later than 6.22?—That is so.

Mr. *Levy*—continued.

1714. Do you think there is any reason why the company should not carry them between the hours of 6.22 and 7.17 on the trains they are now running?—None whatever.

1715. They give you these 3*d*. tickets in bundles of six, which they issue on Thursday. Thursday is not the usual pay day for workpeople, is it?—No.

1716. It is rather the last day of the week on which they would have any money?—Yes.

1717. Therefore, it very much minimises the opportunity of workmen being able to buy six tickets?—Yes.

1718. If they were issued on Saturday it would give a much better opportunity to the workmen?—Yes.

Sir *Thomas Wrightson*.

1719. You have said that you would like trains to leave at 8 o'clock in the morning?—Yes.

1720. What time would they arrive at Liverpool Street?—8.40 at Liverpool Street.

1721. At what time does the clerk traffic begin, the ordinary traffic of the Great Eastern Railway?—The clerk traffic on the ordinary fares do you mean?

1722. Those who want to go by the workmen's trains?—It begins about 7 in the morning, and of course gets greater as the hour gets later.

1723. So that if your trains arrived at 8.40, would not that tend to make the congestion worse, with the addition of the ordinary traffic, which you say begins earlier than 8.40?—The traffic is not really the biggest at that time of the morning, the company themselves have stated that; that after 9 o'clock very often it is as greatly congested as any time.

1724. After 9 o'clock?—Yes.

1725. Therefore, you contend that 8.40 would not interfere with that traffic?—No, not materially.

1726. Do you know that from your own experience to be so?—Certainly. The company themselves state that.

1727. Did you see Mr. Gooday's evidence upon this question?—I have not read it fully.

1728. You are not aware of the fact that he said that the trains could carry 850 workmen; that, as a matter of fact, the average only ran to 370 from Walthamstow and 304 from Enfield?—Yes.

1729. And it was not remunerative with these trains only half filled up?—That may be, because the early trains do not fill; they are too early.

1730. But supposing that these trains are not remunerative, you ask the railway companies to lose money on this extension of these trains?—I do not know if I might suggest—it is a delicate thing to suggest to a company—but I might suggest that there are early trains which might be stopped—very early trains.

1731. But at all events with regard to the Great Eastern you have to admit that they are doing very much better than any other railway company for the working classes?—I quite admit that with regard to the cheap fare, the 2*d*. fare.

1732. So that, as you say, it is rather a delicate question to argue with them, as to putting on fresh

Sir *Thomas Wrightson*—continued.

fresh arrangements which they say might involve them in considerable loss, if you take into consideration the fact that they have done a very great deal better than any other railway company?—Our contention is that they should suit their arrangements to the traffic of the districts which they have created.

1733. Regardless of whether they lose money by it or not?—We cannot see how they lose by it.

Mr. *Sheehan.*

1734. I believe you said in your original evidence, that not alone did they derive this traffic from the passengers travelling by the early trains, but from the population, I think you said?—51,000 in Edmonton.

1735. And the continual stream of traffic through the day, due to the fact that the workmen can get to their employment in the City?—That is so.

Mr. *Sheehan*—continued.

Chairman.

1736. There is only one question I should like to ask you in conclusion, so as to make it quite clear. You suggest that the Great Eastern Company should run 2*d.* trains on that part of their line which they have got no Parliamentary compulsion to run the 2*d.* trains on?—Yes.

1737. I suppose in making that suggestion, you would also suggest that some compulsion should be put upon all the other railway companies out of London?—Yes, certainly.

1738. It would not be fair to put it on one company without the others?—That runs through all our request; in fact, that would get over our difficulty better than anything, if every line would do the same.

MR. WALLACE BLIGH CHEESMAN, called in; and Examined:

Chairman.

1739. What position do you occupy?—I am general secretary of the Fawcett Association, an Association which represents the sorting force of London, the men who sort the letters in the General and District Post Offices of London.

1740. At what time does the sorting commence in the General Post Office?—Usually at 4 o'clock; at 4 and 5 in the morning.

1741. And do the men live near their work? They usually live in the suburbs. The men are being crowded out from the centre, owing to the pressure from other workers on the one hand, and owing to the better accommodation that they get in the suburbs.

1742. Is one of the complaints of these men that they cannot get early enough to their work by train?—That is the complaint that they make.

1743. And is a second complaint that they make, that even where they can get early enough they cannot get in at a reasonable fare?—They have not urged that so strongly, but of course we contend that as workers we should have the same privileges as other workers. At the same time the strongest complaint I have to make is that there is practically little or no train service at all for postal workers.

1744. Will you tell me briefly how they are treated by the different railway companies? The real point of your case is how can we get your workmen to the post offices at 4 and 5 o'clock?—I might give you the petition which deals with the South Eastern and Chatham Company. This is a petition which has not been presented to the railway company; it is only within the last twelve months that it has been got up, not with a view to this Committee but before this Committee was appointed and quite as an independent thing, which has been placed in my hands. It is as follows: "Gentlemen,—We desire to call your attention to the inadequacy of the early and late trains on the South Eastern and Chatham Railway serving the districts of New Cross, Hither Green and Bromley, and to point out that owing to the aforesaid inadequacy early market men, business men, and postal and telegraph officials are compelled to take to the road if desirous of reaching town before 4 a.m. In a different manner residents at Bromley are handicapped."

Chairman—continued.

1745. Might I ask you to confine your case to postmen?—This is almost entirely from postal people, and the petition which was to accompany it is signed almost exclusively by postal employees.

1746. How many postmen are there living at New Cross who want an earlier service by the South Eastern and Chatham line?—I cannot say off-hand how many there are just at New Cross, but this petition is signed by several hundred men who are desirous of using the trains which they suggest; they suggest certain trains and they are prepared to use them.

1747. Will you tell me what trains they suggest?—There are 460 men who have signed the petition and the trains asked for are, first, that a new train may be established to leave Catford at 3 a.m. and calling at Crofton Park, Nunhead, Peckham Rye, Denmark Hill, and Loughborough, to connect there at 3.24 with a train already running to Holborn. The second is that the train now leaving Charing Cross at 11.52 p.m. for Hither Green, Dartford, etc., shall call nightly at Cannon Street as heretofore, a service which has been discontinued recently. The third is that a new train be established to run to Bromley from Charing Cross at 12.15 midnight, to call at Cannon Street and all intermediate stations to Bromley, reaching there about 1 a.m.; and the fourth is that No. 3 train may return from Bromley at 2.50 a.m. and call at all stations, including Southwark Park and Spa Road to Cannon Street. That is the suggestion which is made in regard to the South Eastern and Chatham Railway. And then I have another petition for the South Eastern and Chatham as well, from quite a different set of men. I might say that the men who have signed this first petition are almost exclusively employed in the General Post Office in the manipulative department. The

Chairman—continued.

The second petition, I might say, has been presented to the South Eastern and Chatham Company, and there are several letters in reply which I have here. They ask for two trains that should run from South Bromley, stopping at all stations to Victoria, one to reach Victoria at 3.45, and the other at 4.45 a.m. This, too, is a largely signed petition from men who reside in that district.

1748. And work near Victoria?—Quite close to Victoria, in the South Western District office. I might say in regard to that first petition, that I have resolutions which have been passed by the Boroughs of Lewisham and Deptford.

1749. We may take that for granted?—I just mention that to show you that it is supported outside by representative bodies.

1750. We quite believe that. Now the London and Brighton Company?—The petition to the London and Brighton Company also asks for two trains, from Croydon.

1751. May I ask who it is that asks for them?—This petition is also from the South Western Postal district.

Sir *Thomas Wrightson.*

1752. Are they all postal men?—These are all postal men exclusively. The number of trains they ask for is two, to run from Croydon, stopping at all stations to Victoria, one to reach Victoria at 3.45 and the other to reach Victoria at 4.45 a.m.

Chairman.

1753. What accommodation have they at the present time?—I do not think they have any trains at all from Croydon.

1754. What is the earliest train that they have from Croydon to Victoria?—Not till after 5 o'clock, I believe; that is absolutely useless to them.

Sir *Thomas Wrightson.*

1755. How do they get to their work?—I suppose most of them cycle up, or travel across country to meet some other trains, which is very inconvenient for them of course.

Mr. *Galloway.*

1756. Why inconvenient?—(*Question disallowed.*)

Chairman.

1757. Can you give me the numbers that signed this petition of the south-western postmen coming up from Croydon to Victoria?—On the Brighton and South Coast Railway, 157.

1758. That is for both trains?—Yes, that would be for both trains.

1759. By the petition, do they say they would utilise those trains, or are they only people that ask for them?—No, they say they would use them.

1760. In the petition?—Yes, the question as put to them was "If the undermentioned trains were started would you use them?" And they signed the petition to that effect.

1761. Then I see you have got down the Great Western Railway?—I have the District Railway, if you would not mind taking that one before.

1762. Yes?—On the District Railway the

Chairman—continued.

trains that are asked for, these also are from the south-west postal district, are two trains to run from Putney Bridge via Walham Green, stopping at all stations to Victoria, reaching Victoria at 3.45 and 4.45 a.m.

1763. You might say how many have signed that petition, and whether they are asking to use the trains?—Yes, these are asking to use the trains; and the same question has been put to them as was put to the others, 160 signatures; and then the second petition is signed by 280 petitioners, in which they ask for a different service of trains.

1764. Where from?—A train to start from Barking or East Ham at 4.15 a.m., travelling via Whitechapel and Bow to Fenchurch Street at 5 a.m. for the men employed at the Eastern District office. Then it is suggested that the train from Bow Road at 5.20 a.m. might be started from East Ham about 4.30, which would enable about 100 postal workers to take advantage of it.

1765. Now the Great Western?—I have some representations in regard to the Great Western Railway.

1766. Who are they from?—Men employed at the Paddington district mostly: and I might say that, so far as the Great Western Company is concerned, there is not a train running at all that meets the postal workers in the suburban districts of Hanwell, West Ealing, West Drayton, Uxbridge, and in that direction. I should like to point out, too, that these suburbs in the direction both of the South Eastern, and each Railway, as a matter of fact I have mentioned, are most suitable districts for the men to live in.

1767. It is from Hanwell to West Ealing that want trains. Is that the petition? Have you a representation from the postal people?—Yes, they all come from the postal people.

1768. Have you a petition signed by them?—No, it is representations made by a branch Association that I represent at Paddington. Being the Trade Union Secretary, the duty devolves upon me of making representations, but it comes through a responsible body of men employed at the Paddington District Office. The districts that they wish covered are Southall, West Ealing, West Drayton, Uxbridge, &c. The first train from West Drayton arrives at Paddington at 5.26 a.m., when all the men should be on duty.

1769. The fact, summed up, is, that there is no train before 5.26, which is quite useless?—Yes.

1770. So that there is no accommodation for the postmen upon the Great Western Railway?—No; and I should also like to point out this: that there are 17 stations on this line within 20 miles of London, from seven of which no workmen's tickets are issued at all; and that applies very largely to nearly all the companies, that there are a large number of stations in good residential districts from which no trains are run at all.

1771. We need not have this general representation; we have already had a representative from the Post Office?—Not for the sorters.

1772. No, but it is just the same thing?—Not exactly; the postmen as a rule get to duty at

Chairman—continued.

5 o'clock, whereas the men I represent generally get to work at 4.

1773. It is only a question of an hour earlier?—I have other railway companies that I wish to mention too, such as the Great Northern and the North London; in fact our complaint is pretty general, that scarcely any railway companies run or accommodate the postal workers at all. There is one exception, perhaps, and that is the Midland, the Midland Company do not run workmen's trains, but they run ordinary trains for our people, and the experience of the Midland Railway Company has been, that the receipts since they have given facilities have very largely increased. In fact they tell us the definite amount they have increased during last year and the amount they have increased this year as a direct result of giving facilities to our men. With regard to the Great Northern Railway, efforts have been made from time to time to get better facilities from Finchley, New Southgate and New Barnet; there is no train from Finchley before 5, which is useless for men who have to get to work at 4 or 5 o'clock; men living in this district have to walk to Highgate and take the tram.

1774. We cannot listen to that; we have the whole of the evidence of the early trains that do run from the Great Northern given us the other day. It comes to the same thing?—So long as the fact is borne in mind that these railway companies do not run.

1775. We have got the facts down?—I do not know that, and I want to ensure that you do get them.

Mr. *Galloway.*

1776. Your suggestions are, that these trains should be run by the railway companies for the convenience of the postmen?—Not exclusively; the postmen and workers generally.

1777. Whether they pay the railway companies or whether they do not?—Undoubtedly.

1778. I suppose the amount of wages the postmen receive, will to some extent affect where they live?—To an extent it would do so.

1779. And therefore if they got more wages they would be able to live nearer their work and would not need these trains?—It is just the reverse; the more wages they get the better the localities they live in; they just get out into the country and leave the inner part of London for worse paid workers.

1780. Therefore you suggest that, no matter what their wages are, the railway company should provide accommodation for them to bring them to their work irrespective of the cost to the shareholders?—They have undoubtedly accepted the bargain of the Cheap Trains Act, and I think they ought to abide by that.

Chairman.

1781. It is not a question of cost; it is more a question of the hours, that they should have a train at all?—Yes.

Mr. *Galloway.*

1782. But please let my question be quite clear and distinct; it is not a question of hours I am asking about. You suggest that irrespective of whether the trains paid the railway companies or not, in your opinion they ought to be run for the convenience of these postmen who have to come up to do Government work?—That is so. I say the Cheap Trains Act provides that they should run, and the railway companies by not running are getting away from the bargain they entered into in 1883.

Captain Norton.

1783. You represent the sorters?—Yes.

1784. Would you mind stating what their numbers are, roughly?—6,000 in London, about.

1785. Broadly speaking, their wages are low; roughly, the average wage of a sorter would be about, how much?—I suppose about 28*s.* to 30*s.*

1786. Therefore, on account of these low wages and the high rents that prevail in the inner parts of London, these sorters are almost compelled to live outside London?—That is so.

1787. And your contention is, that being Government workers some special facilities should be shown to them over and above other classes of workmen since their duties necessitate their coming into London earlier even than most working men except those engaged in the markets?—Yes, our contention is that Government should see that the provision of the Cheap Trains Act is carried out, and a sufficient number of trains provided for all workers, whether their own direct employees or others.

1788. In fact, your contention is that the Act is a dead letter so far as the workers you represent are concerned?—Absolutely.

Mr. *Sheehan.*

1789. You do not ask for any special favours for those workers you represent, that you do not want extended to other workmen?—Not at all. We want the benefits to be given, and we think they should be.

1790. But you hold, and strongly hold, that the railway companies owe a certain duty to you especially as to all other working men under the Cheap Trains Act, 1883?—I would not put it that way. I think it is a duty they owe to the Government, with whom they bargained on behalf of the workmen as a whole.

1791. But your contention is, that nothing is done at all, on most lines, to meet your demands in regard to the running of early trains?—Nothing whatever.

1792. And you have put forward no demand at all which you do not consider fair and reasonable, and such as the workers you represent require?—That is so; and the case I have in point, I am able to prove by statistics that the Midland Railway Company give us, that the thing pays for itself.

1793. You also believe, of course, that if trains were put on since, as you state, they would be taken advantage of by a number of other working men, in addition to the sorters?—Undoubtedly.

1794. In fact, you believe that the probability would be, that they may be a paying institution?—I do not think there is the slightest doubt about it. The instance I mention proves it, in my opinion.

1795. You have been asked why it is inconvenient

Mr. *Sheehan*—continued.

convenient for workmen to travel across country to meet other trains. Would it not be apparent that it would impose a physical strain?—If the questioner had remembered that it means 2 o'clock in the morning, I do not think he would have asked it.

Mr. *Nannetti.*

1796. According to your evidence, postal workers get no advantage from the Cheap Trains Act at all?—None whatever.

1797. In consequence of the hours at which they have to go to work, they cannot take advantage of the cheap trains?—That is so.

1798. Do you think in consequence of the bargain which you say yourself (it has been denied that there has been any bargain) has been made, the railway companies are not carrying out the agreement entered into?—That is so.

1799. Your anxiety is that postal workers shall have the advantages, even at those early hours, that other workmen have from 6 o'clock up to 8?—Undoubtedly.

1800. You are not concerned, I take it, whether the railway company runs at a loss or otherwise?—I do not think we should be, either.

1801. That is a matter for the railway companies themselves?—Yes, and the Government.

1802. It is a duty of the railway companies that they owe to the State in view of the remission of passenger duty, to meet the requirements of the working classes?—I think they have agreed to it under the terms of the arrangement.

Mr. *Nannetti*—continued.

1803. And they are not doing so at the present time?—That is so.

1804. And you said the Midland Railway Company have met you to a certain extent?—Yes.

1805. You say they carry your people at ordinary fares?—Ordinary fares; they are mostly season ticket holders.

1806. What would the fares be per journey?—I do not know exactly what they would be; they would have to be worked out for the different places.

Mr. *Sheehan.*

1807. The ordinary passenger fares on the week days?—The ordinary passenger fares or a season ticket.

1808. There is no reduction?—No.

Mr. *Nannetti.*

1809. What I want to get at is this: are those ordinary fares an increased tax—as against the workmen's fares?—Yes.

1810. Consequently for the advantages that the Midland Company are giving the postal workers, they charge an increased fare?—Yes, they pay for it.

1811. And your people, from the nature of their calling and the wages they receive, find this a hardship?—They do, undoubtedly.

Wednesday, 27th July 1904.

MEMBERS PRESENT:

Lieut.-Colonel Bowles.
Mr. Galloway.
Mr. Leverton Harris.
Mr. Levy.
Mr. Gerald Loder.
Mr. Lough.
Captain Norton.
Mr. Peel.
Mr. Ure.
Sir Thomas Wrightson.

LIEUT.-COLONEL BOWLES IN THE CHAIR.

Mr. HENRY PARTINGTON, called in; and Examined

Chairman.

1812. You are Assistant Chief Goods Manager of the London and North-Western Railway?—I am.

1813. And you have come to give us some evidence as to the way in which the company deal with the question of workmen's trains and fares?—I desire to explain that for many years, as part of my duties, I have had the supervision and control of the company's passenger fares, including workmen's fares. In the first place I desire to point out that the Railway Regulations Act of 1844 was the first attempt to provide by legislation cheap fares for the poorer classes of travellers. That Act provided (subject to a penalty of 20*l.* for every breach) that all railway companies should at least once every day provide a train to travel at not less than 12 miles an hour for the whole distance on the railway, and to take up and set down at every station which it passed, the fare for each third class passenger not to exceed a penny per mile. The trains are spoken of in the Act as "Cheap Trains," and the Act provided that no tax should be levied upon the fares so charged by such trains. This made an exception to the Passenger Duty, &c., Act of 1842, which fixed a duty of 5 per cent. upon the fares collected from all passengers by railway. Litigation ensued in 1874, 1876, and 1880 between the Government and the railway companies, and the Courts upheld the view of the Government, amongst other things, that no train ought to be considered a "Cheap Train" which did not stop at all intermediate stations. Thus the anomalous situation was created that the companies were to be penalised by having to pay the duty when they gave the public the benefit of travelling by their express trains, which at the time had become quite common. There is no doubt that the fresh legislation under the Act of 1883 was largely due to this, because it was a situation that could not reasonably be defended by any Government. I wish to point out that, in addition to the removal of the anomaly referred to, the effect of the Act of 1883 was that, on the railway companies providing reduced fares with convenient trains for workmen, and carrying the naval, military and police forces, and their personal luggage and baggage (when moved on public duty), at the

Chairman—continued.

fares and rates specified in the Act, they were relieved of the duty upon passenger fares to the extent indicated by the Act. That is, they were relieved of the duty unjustly levied upon them under the circumstances described, and some portion of the remainder. In the event of any company failing to comply with an order under the Act made by the Railway Commissioners, the same amount of duty is to become payable as if the duty had not been varied by the Act. At the same time, the company became entitled to charge for the forces and their impedimenta the fares and rates they would have been entitled to had the Act not been passed. Had the whole of the reduction in duty accrued to my company, it would have amounted to a considerable sum, and to a greater extent have compensated them for the reductions in fares and rates for workmen and the forces prescribed by the Act. But the London and North-Western Company for many years previously, wherever practicable, has added the amount of the duty to the fares, and consequently they were to a large extent simply acting in the capacity of tax-gatherers for the Government. Upon the Act coming into operation, the company revised their fares and reduced them to the extent of about one-half of the value of remission of duty under the Act. The value of this reduction has increased with the *natural* growth of traffic. Therefore, the remission of duty has not benefited them to such an extent as has been assumed. It is estimated that but for the Act the London and North-Western Company would at the present time be paying, after allowing for the revision of fares referred to, about 60,000*l.* more per annum for duty than they do pay; and they are losing a very large sum owing to the conveyance of workmen and the forces at reduced rates—precisely how much it is difficult to estimate. Not only this but where upon certain important sections of their system and under their short distance clauses on other sections, they are entitled to charge, and did charge, much more than a penny per mile for third class ordinary passengers, such fares were subsequently modified, and, with one exception, do not now exceed a penny per mile, whilst in many cases they

Chairman—continued.

they are much less. It is extremely probable they would be very considerably better off without the Act. Having regard to the relief for workmen in congested districts with overcrowded and insanitary dwellings, the main object of the Act, the company have loyally given effect to its provisions, to the best of their judgment. In common with most of the other principal companies they adopted as the general basis for workmen's fares, one-half of the third class fares ordinarily charged to the general public, and in my opinion this was a fair interpretation of the Act. So far as I know this basis of charge, with very few exceptions, gave satisfaction to the workmen. The suggestion that has been made that these "half" fares come under Section 3A of the Act of 1883 is totally unwarranted. That Section merely points to the penny per mile as the maximum for ordinary third class passengers, as did the Act of 1844. In only two cases have there been, in recent years, complaints of importance made upon the matter to my company. The first case was a representation made in 1899 by the Manchester City Council as to the fares and accommodation for workmen in the Manchester district. Certain reductions in fares were made, principally by the adoption of weekly tickets at five daily workmen's fares (a considerable concession which has been extended to other parts of the company's system), and such altered train arrangements were made as it is believed were satisfactory. In this complaint the charge per mile for workmen's fares was compared with excursion fares and yearly season ticket rates, and I wish to strongly deprecate any such comparisons which have also been made in other quarters. The excursion fares being for long distances (as great as 444 miles in the Manchester comparison) cannot be properly brought into the matter, even if the fact that they are provided for the working classes chiefly, could be ignored, although that in itself makes the comparison an unfair one. The season tickets are wholesale contracts and provide for the money being paid down, and the trouble and expense to the company of daily bookings are avoided. It is true the season-ticket holder can travel as often as he likes, but in general practice he travels once each way daily, like the workman, and in any case the workman has the option of taking a season ticket. The season-ticket holder has substantial breaks from work during the holidays; on the other hand the workman often comes and goes two or three days a week only. In the second case the Board of Trade Inspector, Col. Yorke, in 1900, held a formal inquiry into a complaint made by the Watford Branch of the National Association for the extension of workmen's trains, as to the fares and trains for workmen from the Watford district to London and other places. Such alterations in fares and trains were made as were satisfactory to the Board of Trade, and they did not make any order in the matter. Part of this complaint referred to the fares from Watford to Harrow, at which latter place there are ample facilities for building more workmen's dwellings, and I consider that any further legislation there may be upon the matter should be limited to the primary object of granting

Chairman—continued.

fares and trains *into* large towns where such dwellings cannot be conveniently provided. I am not aware of a single instance where the London and North-Western Company have failed to comply with a request for the provision of fares and trains under the Act. Where, therefore, there are stations on the company's system at which no workmen's fares are in operation, it may be taken that there has never been any application that they should be put into operation. I should further like to point out that, although the Act only provides for workmen, my company have always permitted workpeople generally to have the benefit of such arrangements; in fact, they are open to all classes of people. Moreover, the company always grant special fares to enable workmen who live in lodgings adjacent to their work to visit their homes at the week-end by going home on the Saturday and returning on the Monday. I desire to call attention to these matters in order to show that my company treat the working classes in no niggardly spirit, and I would point out that probably the concessions to workpeople generally to a large extent go into the pockets of the employers, who are thereby enabled to obtain labour at a cheaper rate. I would also say that whilst the general basis of the company's workmen's daily fares is one-half of the ordinary fares, there are many cases where they are much less, and the weekly fares being reckoned at five daily fares, are, of course, much less than one-half the ordinary fares. I particularly desire to draw attention to the fact that there is no doubt that any discontent there may be as to the fares charged to workmen is due largely to the special obligations certain companies have come under in return for the authority they obtained to make extensions of their system through crowded neighbourhoods leading to the displacement of working people for whom accommodation could not be provided close by. The London and North-Western Company are under no such obligation. I submit that it would be utterly unjust to extend similar obligations to other companies without compensation. Assuming that there be a real necessity for providing a cheaper means of conveyance for the working classes than now exist, I consider the companies should receive compensation if they are compelled to provide it. A suitable way in which they could be to some extent compensated is by the entire remission of the remaining duty upon passenger fares; but in no case should they be asked to carry workmen without a reasonable profit for their shareholders. It has always been recognised that the duty is an unfair one, for which there is no corresponding charge upon other means of conveyance such as tramways, now largely competing with the railways and frequently carried on at the expense of the local rates, of which the railway companies bear so large a share. Whatever may be the outcome of the present inquiry, I consider that the opportunity should be taken to relieve the railway companies of this imposition. With regard to the suggestion that the local authorities should contribute to the cost of experimental train services, designed to cultivate new residental neighbourhoods for the working

Chairman—continued.

working classes, I desire to point out that the development of such neighbourhoods depends largely upon the goodwill of the landowners, who often object to the character of their property being deteriorated by the introduction of the working classes. Apart from this, it should be borne in mind that in the ordinary course the railway companies would, through the local rates, have to bear a large share of any such contribution. If there is a difficulty to be met, the question is, what is the most economical and fair way of meeting it? Apparently an Imperial grant would be the least objectionable. I find that when my company's system, whilst in January, 1893, there were 114,000 workmen's tickets issued, in January, 1904, there were 416,000, or say, at the rate of about five millions per annum, of which about three-quarters of a million are in the London district. I submit that this clearly indicates that my company have not neglected to continue to fairly provide for the needs of the working classes. I have considered the question that has been raised several times at the present inquiry and on previous occasions, of the best method of ensuring that the workmen's fares shall only be taken advantage of by *bonâ fide* workpeople, and the railway companies revenue from ordinary traffic thus be conserved; it is a very difficult question, but, in my opinion, the best plan would appear to be for employers of labour to purchase supplies of the tickets and be answerable, under penalty, for any misuse, the qualification for the tickets to be defined in some way such as the usual average earnings. Objections will no doubt be seen to this, more particularly that it does not meet the case of the casual employee, but it would cover the majority, and, in addition to affording a fairly practicable way out of the difficulty, it has other advantages; for example, it would prevent congestion at the booking offices, and enable the employees to procure their tickets at places and times most convenient to them. As far as I can ascertain the trains set apart by my company for the use of workmen are ample, and there appears to be no overcrowding in them. With regard to the question of the times at which workmen's trains should be run, I notice that some are of opinion that the latest hour should be reckoned at the starting point, while others consider that it should be at the arrival stations. Without suggesting any later hours than at present, I am of opinion that the time of arrival must be the true and convenient measure, as it is that which fits more accurately the time of commencing work. What should be aimed at is some scheme of times that would reasonably provide for the general public as well as the workman. To allow the latter to use all trains up to a late hour would be objectionable to the general public, season-ticket holders, etc.; and the provision of separate carriages for the workmen, it practicable, would probably be distasteful to them. The London and North-Western Company's practice of allowing workpeople to travel by selected trains when the number travelling is insufficient to warrant the running of special trains for them, appears to meet general convenience, and, moreover, affords the opportunity to experimentally attempt to develop new districts which has been so much spoken of. In the discussions as to whether the running of workmen's trains is fairly met by the receipts, it appears to be strangely overlooked, as a rule, that the systems of railways have been established by an enormous expenditure of capital, and that reasonable profits on working are due to pay interest upon this, whether in the case of ordinary or workmen's traffic; and this should be specially noticed having regard to the tendency of late, to ask that workmen's trains shall be available to all people, and thus convert ordinary revenue into "workmen" revenue at reduced fares. The workmen's fares suggested by Mr. Harper are at the rate of $\frac{1}{10}$th of a penny per mile, *i.e.*, there must be ten passengers to produce a penny per mile and 300 to produce 2s. 6d. per mile. Having regard to the average loading of trains in the busiest workpeople's district, as given by Mr. Gooday, it is manifest that there would be at such fares no profit there, and still less would there be any profit in the London and North-Western Company's district, where the workpeople are comparatively so few. The average rate per mile charged by the London and North-Western Company for workmen's tickets in the London district is ·2817d. The average distance workpeople travel in that district for the double journey is 15·63 miles, and the average gross fare paid for the double journey is 4·40d. I consider that these fares do not yield my company anything more than a reasonable profit, and having regard to the number of workmen using the railway in the company's London district, I believe that lower fares would not be fairly remunerative to them. With regard to the fares workmen can afford to pay, I should like to draw attention to the curious fact, that by far the larger number of workpeople book from Watford and Bushey to Euston, where the fare is highest, viz., 9d. per day, and 3s. 9d. per week. It is difficult to understand the suggestion that facilities should be given to enable workpeople dwelling in London and other large cities to travel elsewhere to work, because the main object of cheap fares for workmen is to meet the difficulty of overcrowded and insanitary dwellings, and the suggestion in question must tend to increase that. My company not only announce by poster the arrangements for workmen, but they issue free pamphlets containing all particulars. They allow the workmen to return home by all trains after noon, excepting a few express trains. They are also prepared to issue both daily and weekly tickets as the general basis of charge that has been referred to, whenever it is requested that they be put into operation. In conclusion, I should like to express the opinion that in the Cheap Trains' Act the *bona fide* working classes have all the protection they need to ensure them reasonable treatment. The Railway Commissioners have absolute power to order the provision of such trains and such fares as they consider reasonable, and from an order of the kind the railway companies have no appeal. It is true that if the Board of Trade decline to make an Order, the workmen cannot appeal; whilst if a Board of Trade Order is made the railway companies cannot appeal to the Commissioners.

But

Chairman—continued.

But this is no doubt a necessary safeguard against the valuable time of the Court being taken up by applications from irresponsible people, and if it be borne in mind that the railway companies have to bear the expense of any additional facilities given, their right of appeal cannot be deemed anomalous. The best evidence that the right of appeal from an Order of the Board of Trade, so far as the London and North-Western Company is concerned, has not been oppressive is, that they have never once appealed during the whole time the Act has been in operation, as is shown by the return put in by Sir Francis Hopwood.

1814. The first thing you speak of is the Act of 1844?—I refer to that Act because it illustrates the fact that Parliament as long ago as that had under consideration the question of the adoption of cheap fares for the poorer classes of the population, the poorer classes of travellers as they put it; and the cheap fare they fixed then was a fare not to exceed 1*d.* per mile, and in consideration of the companies charging that fare of 1*d.* per mile, or not more, by trains that stopped at all stations they were to be relieved of the duty which had been fixed by the Act of 1842.

1815. May I ask you to what extent?—To a very small extent.

1816. Will you give us the extent?—Of the relief which the company sustained, do you mean?

1817. Yes?—I cannot speak to the time of 1844; I have no information.

1818. You are speaking of an Act without really knowing it?—No, I know the Act.

1819. To what extent were they relieved by the Act?—In 1842 Parliament fixed a duty of 5 per cent. upon passenger fares. In the Act of 1844 they relieved the companies of that duty when they charged a fare of not more than 1*d.* per mile by trains which stopped at all stations. What proportion that was of the whole I do not know.

1820. You have no idea as to what relief that gave. Have you read the Act you are now speaking of?—Yes.

1821. Does it not say in that Act what the relief is?—Yes, what I describe.

1822. Will you give us the amount of the relief?—The total amount of the relief to each company, do you mean?

1823. No, what was prescribed in the way of relief?—It is the duty of 5 per cent. which was chargeable up to that time on all fares; the companies were relieved of that.

1824. I ask you, did it relieve the duty on all fares upon companies which ran those trains, or upon only special fares in those trains?—I think my previous answer has answered that question; the only relief was in respect of fares not exceeding 1*d.* a mile charged by trains which stopped at all stations: that is the whole thing.

1825. That is to say, the 1*d.* a mile fares were relieved of passenger duty, in other words?—Only when passengers travelled by trains that stopped at all stations; slow trains. That is the important point.

1826. You talk about the legislation of 1874, 1876 and 1880; is there anything further you wish to say about that?—Simply that the Government took the view that the companies were not entitled to the relief from the duty I have spoken of unless the trains stopped at all stations; and the Courts upheld that view, with the result that the railway companies were penalised by the amount of duty when they provided express trains for third class passengers, although they did not charge more than 1*d.* a mile.

1827. And what was the result of that?—The result was, in my opinion, to a large extent the Cheap Trains' Act, 1883, which was designed to remove that anomaly as well as other things.

1828. And what was the effect of the Act of 1883?—The effect of the Act of 1883 was to relieve the companies of the duty they were still paying so long as the fares did not exceed 1*d.* per mile, no matter whether they were by fast trains or by slow trains; and also it provided for the cheap trains for workmen or trains at reasonable fares as described for workmen; and that the companies should carry troops and sailors at cheap rates which are prescribed by the Act.

1829. Did the Act of 1883 relieve the railway companies of anything further than the tax on the third class tickets of 1*d.* a mile?—The Act did not do so, but the effect was this: that where the companies—my company and many others,—had been charging more than 1*d.* a mile, they reduced the fares to 1*d.* a mile, with the result that they got relief from that duty in that case also. But they gave the money over to the public; they were simply acting as tax gatherers to the Government. The tax they paid the Government they put on to the fares, and when the revision took place in 1883 they removed that charge to the public and they ceased to pay the duty.

1830. What I asked you was, did the relief that your company got under the 1883 Act give you more than what you were paying in duty on your 1*d.* a mile fare?—No, not more than that, except to the extent I have described; we were paying duty on fares which were more than 1*d.* a mile, and when the Act came into operation we revised our fares so as to make them 1*d.* a mile; that is to say, they had been more than 1*d.* a mile in the past but they they became 1*d.* a mile in the future.

1831. Was the saving in the duty equivalent to the other?—You mean to the other provisions of the Act, the provision of workmen's trains?

1832. No; did the company gain or lose by their action under the 1883 Act?—It is rather a difficult question to answer. But it means this: we did not gain to the whole extent of the remission of the duty, because, as I have explained, part of it—I estimate roughly; I may be on the one side or the other a little bit wrong—one-half, that is to say, half the duty remitted by the Government or under the Act, was given back to the public in the shape of reduced fares, quite apart from the remission of the fares for workmen and the cheap carriage of soldiers, police and marines.

1833. Then according to that the company profited by about half?—For the purpose of enabling them to provide a cheap conveyance for

Chairman—continued.

for the forces, so called in the Act, and for providing cheap trains for workmen.

1834. You do not suggest that there was not a profit?—It was not a profit. As a matter of fact, I think it is a little loss; we do not say it is a large loss, but our present impression is that we did not profit by the Act.

1835. That is the real point at issue that I want to get at, whether there was in your judgment a profit or a loss to the company under the Act of 1883. When you have given me your views, you can explain to the Committee the reasons why you hold those views?—I should say in the first place it was profit to the company, because there was no call for cheap workmen's fares for some years. We were called upon to convey the forces of Her Majesty's Government at cheap rates, and we estimate that in the first place it may have been a loss of 5,000*l.* to 6,000*l.* a year. Now we think it is a loss of about 10,000*l.* a year. But as the demand for workmen's tickets grew the remaining half of the duty we should have remitted began to be absorbed because we had to provide trains at considerable cost which for a long time did not pay; and I question whether they all pay now. We have to provide reduced fares and special trains for workmen at an earlier hour in the morning. That has to be set against the other half of the duty, which I assume we would be profited by in the first instance.

1836. Then you state that at the same time the company became entitled to charge for the forces and their impedimenta the fares and rates which they would have been entitled to had the Act not been passed?—What I meant by that is this: if the company failed to comply with the conditions of the Act by not giving cheap trains for workmen, then they cannot get the benefits of the Act with regard to the duty, and they became liable to be charged with the same amount or rate of duty as they paid previously to the passing of the Act, and they also became entitled to charge the full fares for the forces.

1837. Then may I put it to you in this light, that I suppose the companies, as you suggest, have a perfect right to forego the advantages, if they chose, of the 1883 Act?—One witness, I do not know whether it was Mr. Sharper or not, mentioned that one company had not yet elected to comply with the Act; but as I understand the Act any company can say "We will decline to fall in with the provisions of the Act to the extent that we will not provide workmen's fares or trains or carry the forces at the low rates prescribed." The only effect is that they would become entitled to charge and be charged exactly as they were prior to the Act of 1883.

1838. Then if this Act is so disastrous to your company as you suggest?—I beg your pardon, I have not made that suggeston.

1839. Then I should like to know what you do suggest; because, according to the evidence that you have just given us, you suggest that you make large losses in this respect?—I will make it clear if I can. In the first place I say that I assume that one-half of the duty we were relieved of by the Act was handed over to the public by means of reduced fares. The other

Chairman—continued.

half I said in the first place was probably profit to the company, except as regards the carriage of troops at cheap fares, because the demand for workmen's fares and trains did not arise at once; it has arisen since. I think the highest I put it at is, that I do not think there is any profit in the Act at the present time to the company, and there may be some loss. I did not suggest a large loss; there is no considerable loss. I did not mean a large loss if I said it.

1840. You do not think there is either a very great profit or a very great loss?—With the present state of things I do not think there is either a very great profit or a very great loss. As I understand, your inquiry is as to the application made by workpeople and their advocates for increased facilities for workmen, which might mean a big loss. We are quite content with the thing as it stands now.

1841. Does your statement still hold good, that for many years previously to the passing of the Act the company added the amount of duty to the fares and were therefore acting as tax gatherers for the Government?—That, as I explained, was swept away by the revision in 1883 which we carried out after the Cheap Trains' Act. We used to add these amounts for duty to the fares, but we then discontinued that practice and made the fare not more than 1*d.* a mile for third class passengers. When I said that upon certain sections of the system we were entitled to charge and did charge under our short distance clauses more than 1*d.* per mile, I would like to explain that in my proof I have a note showing our powers of charge for third class passengers on three important sections of our line. Our power on the Chester and Holyhead line is 1½*d.* per mile; on the Lancaster and Carlisle it is 1½*d.*; and on the Central Wales line it is 1¼*d.* In all these cases we used to charge third class fares after those rates, but now we do not; we charge everything at 1*d.* per mile, except in one instance between two stations in Liverpool, Lime Street and Edgehill, where 2*d.* is charged to third class travellers to keep out the rough passengers from express trains.

1842. You state that in common with most of the other principal companies, the London and North-Western adopted one-half the third class fares as the ordinary charge to workmen?—Yes and I think that is a fair interpretation of the Act.

Sir *Thomas Wrightson.*

1843. That is a half-penny a mile?—Yes, a half-penny a mile. That is the maximum. I may say that we charge a good deal less very often.

Chairman.

1844. Will you tell us from what stations in the London district you run workmen's trains at those fares?—I may say throughout the London and North-Western system I do not know of a single instance that I have ever had all through my knowledge now for many years where the company have refused to charge workmen's fares and allow workmen's trains to be used.

1845. Will

Chairman—continued.

1845. Will you kindly answer my question, what workmen's trains do you run in the neighbourhood of London?—We run them wherever they are required. I have a list of them here. There are 20 trains altogether at the present time. Taking the London district we run trains from Watford to Euston as follows: leaving Watford at 4.50 a.m., arriving at Euston 5.33 a.m.; leaving Watford at 5.30, arriving at Euston at 6.15; leaving Watford at 6.30, arriving at Euston at 7.18; leaving Watford at 7.15, arriving at Euston at 7.35; leaving Watford at 7.25, arriving at Euston at 8.15. Those are the trains from Watford, and those trains are available for workmen from intermediate stations at which the trains call.

1846. What is the distance from Watford to Euston?—17½ miles.

1847. What is the fare charged?—9*d.* for a daily ticket, and we charge for a weekly ticket five daily fares, which is 3*s.* 9*d.* And I may say that it is our practice through the London and North-Western system to charge for workmen's weekly tickets five daily fares.

1848. 9*d.* is 9*d.* return?—Yes.

Sir *Thomas Wrightson.*

1849. That is over 12 miles?—17 miles, practically 18. It is really ¼*d.* a mile, except in the case of weekly tickets, where it is less than ¼*d.* a mile.

Chairman.

1850. What intermediate stations do the trains stop at? I am asking this because I think 17 miles is rather outside the radius within which workmen generally live?—It is rather strange but Watford is the place on the London and North-Western system from which the largest number of London workmen go. Although it is the highest fare we charge for workmen a very large proportion of workmen live there.

1851. How many tickets were issued last year?—As regards our London district in January 1904, that is this year there were a little over 700,000 workmen carried.

1852. I see in the Appendix to our Report last year the number is given for 1899, that is the last year, at half a million, practically speaking?—I have the figures for 1904, and they indicate an issue of over 700,000 for the year. The total issue on our system for the year is about five millions.

Mr. *Galloway.*

1853. Can you give the details of those five millions?—I have the one month here, as I was saying, January 1904. In London there were 51,817 daily workmen, 3,959 weekly workmen; in Birmingham 30,996 daily workmen and 4,120 weekly workmen; in Manchester 42,036 daily workmen and 16,271 weekly workmen; in Liverpool there were 19,546 daily and 1,896 weekly; in other districts 66,396 daily and 7,960 weekly. That gives a total for the whole line of 210,791 daily and 34,206 weekly; and reducing the weekly tickets to the daily journey the average is 16,001 per day over the whole system, and the average in London per day is 2,907

Chairman.

1854. Have you workmen's tickets issued from Harrow?—Yes; I have not the details in my statement here, but there is a considerable issue from Harrow.

1855. I presume you know these facts—that your company would not have sent you here without full information. I am rather surprised at the company not having sent their general manager?—I might say that the general manager is away from business just now; but he knows that I have a very intimate knowledge of these matters, perhaps more than he has himself, and I believe that he honestly thought it would be better for the Committee to see me.

Mr. *Galloway.*

1856. What do you mean when you say that he is away from business?—He is not at Euston the last day or two.

Chairman.

1857. Can you give us any details about Harrow?—Yes, I have got the issue of tickets from Harrow here.

1858. Only workmen?—Yes, only workmen. I may say that in this case the weekly tickets have been reduced to the level of daily tickets. From Harrow to Euston the number in 1903 was 61,728.

1859. Will you tell me the price for a workman's return ticket from Harrow to Euston?—6*d.* for the daily tickets, and 2*s.* 6*d.* for the weekly tickets; that is on the basis of five daily fares.

1860. And is it under twelve miles?—Eleven and a-half miles. It is rather less than ½*d.* a mile if you take the weekly ticket.

1861. But we must take the daily ticket; It is rather more than ½*d.* a mile, is it not?—Yes, I believe the company's power of charge for third class is 1*s.*, that is according to the fraction of a mile. We charge 6*d.*—half-fare in that case.

1862. It is a half-fare there; it is not, as they mostly are, a third of the fare?—I beg your pardon, I said half. I did say that in the case of Watford the fare was ¼*d.* a mile; but our general basis is one-half the ordinary fare, and that is ½*d.* a mile. Would you mind my explaining, while I am on the figures, what is the issue from Bushey and Watford; that is the biggest issue we have and where the fare is the highest. From Bushey to Euston there were 23,745, and from Watford to Euston 77,788—that is for the year, and that is the largest issue of workmen's tickets that we have in the London district. The fare charged is the highest of any of our fares for workmen in that district or elsewhere.

1863. Will you give me the fare from Bushey to London?—It is the same as from Watford, 9d.

1864. And what is the distance?—It is 16 miles from Bushey.

1865. Now I should like to know as regards Willesden, the distance and the fare?—From Euston to Willesden the fare is 4d.

Mr. *Lough.*

1866. How far is it?—Five and a-half miles—that is eleven miles for the double journey.

Mr. *Leverton Harris.*

1867. That is 4d. return?—Yes; and the weekly ticket is 1*s.* 8*d.*—five daily fares again.

Chairman.

1868. Have you ever had any representations for cheaper tickets from Willesden?—The only thing that I remember was very many years ago, I think before I had any touch with these matters there was some case of application which went as far as the Railway Commissioners, for workmen's tickets from Willesden to the North London stations. It is a very old story. And such trains were put on and such fares were charged as at the time gave satisfaction. I know that is the only complaint about Willesden that I remember, and that is a very old one; it is mentioned in Sir Francis Hopwood's Report.

1869. How many years does your connection with this company go back?—I have been with the company 46 years.

Mr. *Galloway.*

1870. You do not suggest that the application was more than 46 years ago?—No, I am only trying to get at what the Chairman wants in my own way. Very early in my career with the company I used to be interested in the passenger fares, but I have had the absolute control of these things for the last 20 years.

Chairman.

1871. But you said it was before your connection with them?—That Willesden enquiry was before my intimate connection with these fares, I believe.

1872. Then from when do you date your intimate connection?—You may take it from about 20 years ago.

1873. So that this was more than 20 years ago?—I think so; I forget the date. I see there was one application in 1885; I am not certain that that is the same one. If I may explain in connection with the enquiry with regard to the Watford workmen's complaint, it is put down in the return as made by the London Reform Union. They did make some mention of the fares from Willesden to Broad Street. I think they thought that they ought to have lower fares or better accommodation.

Mr. *Lough.*

1874. In what year?—That is in 1898. The Board of Trade inspector decided that he could not go into the matter because the North London Company were not there. It is mainly or very largely a North London business, not a London and North-Western, and it was not gone into; it is put in the margin "dropped"—that is in Sir Francis Hopewood's Report. Then there was an enquiry in 1885, which I think must be the one that I was thinking of, and with regard to that the note is: "See the adopted suggestions made in Report. Workmen's service from Euston to Broad Street and Willesden instituted (2 trains)." That is, as I say, about 20 years ago.

Chairman.

1875. Have you had any private representations to the company?—Before the enquiry held by the Board of Trade, in connection with the Watford complaint, there was a Mr. Sennett, Secretary of the London and Watford Workmen's Association, who did make representations to us before the Board of Trade enquiry, with the result that we did not see our way to make such alterations as he required. Eventually the Board of Trade held an enquiry, and various negotiations took place, as the result of which we adopted such fares and such trains as satisfied the Board of Trade, and they made no order; and so far as I know the workmen are fairly satisfied too.

1876. I was just going to ask you on that point, were you as successful in satisfying the working men of Willesden as you were in satisfying the Board of Trade?—I do not know that we can always satisfy the working men; we do our best, but as you know they want a great deal which we cannot see our way to give. The great thing is that there is no serious complaint against the London and North-Western system. As I said just now, in every case where they have asked for workmen's fares or trains we have given them, even for one passenger, and they have never complained.

1877. Then let me pass on to get the fares in this connection. The next station to Willesden that you have is Queen's Park?—Yes.

1878. What is the distance and the fare for that?—The distance from Queen's Park to Euston is 3¾ miles, the double distance 7½ miles, and the return fare is 3*d.*

1879. Then to finish with Kilburn?—The fare from Kilburn to Euston is 2½*d.*, and the distance is 3 miles, and in both those cases there are weekly tickets at five daily fares. If I may refer to some evidence that transpired at that inquiry of which I was speaking, I think it will be useful to the Committee to hear it.

1880. What inquiry do you refer to?—I mean the inquiry held by the Board of Trade in connection with the complaint of the Watford workmen. I have got the notes of evidence here, and there is a paragraph or two in them which I think you ought to hear; I am sure it will be useful to you.

1881. Watford is rather a long distance for workmen to travel, except the higher class of workmen?—They are a better class of workmen, generally speaking, I believe; but this workman whose evidence I am going to read was earning 31*s.* 6*d.* a week, so that you cannot call him a high class workman. His name is Harry Victor Chandler, and he was examined by Mr. Browne, the Counsel who represented the Workmen's Union: "(*Q.*) You live at Watford?—(*A.*) Yes. (*Q.*) Where are you employed?—(*A.*) At 85, Lombard Street, Dalgetty and Company. (*Q.*) And your wages?—(*A.*) 31*s.* 6*d.* a week. (*Q.*) What time have you to get there in the morning?—(*A.*) Half-past 7. (*Q.*) How long have you been in their employ?—(*A.*) Two years. (*Q.*) How long have you lived at Watford?—(*A.*) About three months now. I may state that my reasons for coming to Watford were that I looked about in all parts of London to procure a place near my work, and I could not get anything under 11*s.* or 12*s.* per week for two rooms. I am a married man and having some friends that live in Watford, in King Street, they advised

Chairman—continued.

advised me to come down here where I could get a cheap cottage, and I have a cottage here. I lived up in the Pinner Road, at first at 5*s.* 6*d.*, but this being too small I have come down now to Cardiff Road, where I got a cottage for 6*s.* 6*d.* I may state that I have to pay 3*s.* 9*d.* a week fare, and also 1*s.* to get to Moorgate Street on the Metropolitan Railway." That is an illustration of a man who admits that, even with the high fare of 3*s.* 9*d.* a week—we call it low, but he may think it high—it suits him better to come down there and live than to live in London; that his expenses are less, and naturally his surroundings are much better.

1882. And upon the same reasoning, if we had cheaper fares, workmen who did not receive quite 31*s.* 6*d.* a week might be tempted to go and live out of London in Watford?—It stands to reason that a man earning, say, 1*l.* a week might do the same; but whether he should do so at the expense of the company is another matter. That evidence only shows that they can pay a bigger fare than is imagined.

1883. I think you suggested that there was a representation in 1899 by the Manchester City Corporation that lower fares and better accommodation for workmen were required in the Manchester district?—That was a complaint from the Manchester City Council as to the fares and accommodation for workmen in the Manchester district; and on that occasion I was deputed by my general manager to go down and see the City Council, which I did. The whole thing was argued out and we made certain reductions in fares and put on a train or two; and so far as I know they are now satisfied. But the principal part of the reduction that we made was by the adoption of weekly tickets at five daily fares, which was a very considerable concession.

Mr. *Ure.*

1884. Can you mention the figure by which you reduced the fare?—Where we charged 4*d.* a day and 2*s.* a week, we made it 1*s.* 8*d.* a week for the weekly ticket.

1885. And did you reduce the daily ticket?—No, we made the weekly fare five daily fares. And I would like to mention in connection with that case, that part of the complaint was a comparison between the excursion fares that we charged and the fare we charged for workmen. They printed a pamphlet and put in a Table of Comparison. They put in the excursion fares for as long a distance as 444 miles, and reduced them to the rate per mile, and then compared them with the workmen's fare. Of course a comparison of that sort is utterly out of reason. Then they also compared the 312th part, I think it was, of the annual season ticket rate with the workmen's fare; and that comparison is altogether wrong, because the season ticket holder makes a contract with the company for a long period, and although he may go away in summer for a month's vacation, or a fortnight, and is off for sickness, and that sort of thing, he gets no reduction. The workman may come two or three times a week. I think that is all I need say about the complaint from Manchester, which with the complaint from Watford, formed the only two complaints we have had of this character of any kind for many years. We have succeeded, so far as I know, in giving satisfaction to the working classes in our district.

Mr. *Ure*—continued.

Chairman.

1886. But you say that you are not aware of a single instance in which your company have failed to comply with any representation made to them under the Act?—Yes, as I mentioned a short time back, I have had to do with these things for about 20 years, and I do not know of a single case where an application has been made to us to put fares in force for workmen, in which we have not done it.

1887. As a matter of fact round Manchester you have a great many workmen, but round London you have not got many workmen on your line?—No, the number of workmen in the London district on our line is not very considerable; but we have given everybody accommodation who has required it, and at what we believe to be reasonable fares.

1888. But there is a good deal of country which some day might become utilized for dwellings for working men who are at present living in London?—Yes, but that is a very awkward question. In Watford, for instance, a complaint was made by workgirls and others of the fares that we charge from Watford to Harrow for workpeople, that is to say people living in Watford and going to Harrow to work; but there is plenty of facility for putting up workmen's dwellings in Harrow itself, and it seems very wrong on the face of it that we should provide accommodation to enable people to go backwards and forwards from Watford to Harrow; they are travelling from Watford to Harrow and from Harrow to Watford, different classes of workmen.

Mr. *Lough.*

1889. Why should you object to carry them?—I do not object to carry them, but I object to their asking me to give them very cheap fares, fares that do not pay me; I say the more they travel the better I shall like it at reasonable fares.

Chairman.

1890. You state that the general basis of the company's workmen's daily fare is one-half the ordinary fare?—Yes, and that there are many cases where they are much less; and the weekly fares being reckoned at five daily fares are of course much less than one-half the ordinary fares. For example, the average rate in the London district per mile for workmen's tickets is 0·2817*d.*, which is little more than a farthing per mile.

1891. The average rate?—The average rate per mile throughout the district, that is what we are charging.

1892. We found that from Harrow it was 6*d.* and from Bushey, 9*d.*?—But you will permit me to point out that I said also that Watford and Bushey are the largest issues, by a long way, of any of the stations. In that case the fare for the daily ticket is only a farthing a mile, and

Chairman—continued.

for the weekly ticket a great deal less, and that makes the average for the whole district 0·2817*d.*

1893. It is your long journey from Watford that really reduces the average?—Yes, that helps it.

1894. You state that any discontent with the fare charged to workmen is largely due to the special obligations under which certain companies have come, and that to extend similar obligations to other companies, without compensation, would be very unjust?—I do.

1895. Can you give an instance of what you are alluding to?—I am alluding to the fares mentioned before this Committee charged by the Great Eastern Company from Enfield and Walthamstow to London of 2*d.* for the journey. The Enfield fares are even less than the fares suggested by Mr. Harper.

1896. Then, if you are going to deal with the Great Eastern case, do you know how many trains they are bound to put on by statute?—I understand one only.

1897. Do you know how many trains they run at cheap fares?—There is a curious theory about that, which is that they run many trains; but practically they run only one. That is to say, one train follows on another because the first will not take the traffic.

Mr. *Lough.*

1898. Is your point that all workmen, however poor, would be quite content and happy to pay what your company wishes to charge now, only that the Great Eastern have set a bad example by carrying them at 2*d.* from Enfield?—No; what I say is that the Great Eastern Company, in connection with works which they wanted to carry out, came under an obligation to Parliament to charge 2*d.*

1899. Then you say that the whole complaint of the workman is largely due to that?—Yes.

1900. Is that your evidence?—Yes. I say that the workmen have got to think that these 2*d.* fares which certain companies undertook to charge under special obligations are reasonable fares for everybody.

Chairman.

1901. And you suggest that it would be utterly unjust to extend similar obligations to other companies without compensation?—Certainly it would be.

1902. What compensation would you suggest?—I do not know. One way which has been suggested by means of which we could, to some extent, be compensated, is to have the remainder of the duty taken off; that is to say that we are paying a considerable sum for duty now which might be taken off. I do not say that it would fully cover the ground, it would depend upon what fares we were asked to charge and what trains we were asked to run. If we were asked to run frequent trains in the morning when there is no business for the purpose of developing business we might want a good deal more than that.

1903. Do you know that it was brought out in evidence that the railway companies in France receive certain gratuities for carrying the workmen?—I do not know about that; but if I am

Chairman—continued.

right in my recollection, the evidence given by Mr. Forbes was that the railway companies in France are mostly subsidised or guaranteed by the State, and that enables them to do these things which English railway companies cannot afford to do.

1904. That is to say that they really have a compensation?—They get it. They have a certain dividend guaranteed by the State, and if their earnings do not produce that dividend the State finds it.

1905. Have you anything further to say with regard to the suggestion that local authorities should contribute to the cost of experimental train services with a view to develop new residential neighbourhoods for the working classes?—The suggestion has been made on more than one occasion that experimental train services should be provided by means of contributions from the local rates, and I would like to point out again that, inasmuch as railway companies pay a very large share of the local rates, that would not be a fair way of doing it.

Mr. *Lough.*

1906. You would not like to get a contribution from the rates because you would have to pay a small share of that contribution?—Three-fourths of it.

1907. Can you tell me of any place where you would have to pay three-fourths of it?—In some country places. I would not like to pin myself to the three-fourths, but we do pay a very large share, not a small share, of local rates.

1908. Can you mention any case in which you pay anything like three-fourths?—I will withdraw the three-fourths and pin it to a large share. We do pay a large share, undoubtedly.

Mr. *Galloway.*

1909. But you know cases of large towns where perhaps not one railway company but the whole of the railway companies together pay, at all events, a very considerable proportion of the rate?—I believe that my three-fourths is right in many cases, though I do not want to press it.

Sir *Thomas Wrightson.*

1910. In country districts?—Yes.

Mr. *Galloway.*

1911. But you know that they pay a very large proportion in some large towns?—Yes.

1912. Could you say as much as half?—I could not say that.

Chairman.

1913. You have already dealt with the number of workmen's tickets that you issue?—Yes, I think that has been covered.

1914. You suggest that your company has not neglected the working people?—Personally, I am quite satisfied of it.

1915. Have you anything further to say with regard to the best method of insuring that workmen's fares should only be used by *bonâ fide* workpeople?—The limitation of the times of the trains by the Act of 1883 up to 8 a.m. has been most useful and is really the only protection that the companies have for the workmen's cheap

Chairman—continued.

cheap fares not being availed of by people who are not entitled to them; and if Parliament extends the time beyond 8 o'clock it will surely mean that some other means of protecting the companies will be required; because there is no doubt that a very large number of regular travellers who now pay the ordinary season-ticket rates and fares, if the time is extended to 9 o'clock, will go by workmen's trains and pay workmen's fares.

1916. You suggest that employers of labour should purchase these tickets?—I have thought out the question, as I say, and the best thing that I can think of is, that employers of labour should purchase supplies of these tickets and be answerable under penalty for any misuse.

1917. How would you get the employers of labour to make the purchases for their workmen?—I do not know, but I think they might be induced to do so. As I have already suggested, it is very problematical whether the employer does not get the benefit of all this. He is enabled to get his labour at a cheaper rate because his workmen can travel cheaper, and he ought to do something towards helping the workmen to get his ticket.

Mr. *Galloway.*

1918. But how do you suggest that he is to prevent the misuse of the tickets?—When I say misuse, I do not mean that he is to be responsible for their misuse after he has sold them to his employees, but that he is to be responsible for the tickets only being sold or issued to people whom he knows to be eligible for them.

1919. When he has issued them, you suggest that his responsibility should cease?—Yes, I do not think it would be fair to take it any further.

Chairman.

1920. How would you meet the difficulty of men seeking employment?—I have already admitted that objection may be taken to the proposal that it does not meet the case of the casual employee.

1921. And also the man who is out of employment?—He is practically a casual employee, but it would cover the majority, and, as I say, would prevent congestion at the booking offices and enable employees to procure their tickets at places and times most convenient to them; I think that is a most important thing.

1922. In your opinion the time of arrival rather than the time of starting should be what determines the latest hour of the running of workmen's trains?—I say that the time of arrival is the true test in all cases, because it is that which fits in with the time of commencing work. The time of departure has nothing whatever to do with it. I also point out that the London and North-Western practice of allowing workmen to travel by selected trains when the number is insufficient to warrant the running of special trains, appears to meet the general convenience as well as affording an opportunity of experimentally attempting to develop new districts. We do not put on trains but we say to the workman, you can go at cheap rates by certain of the ordinary trains. Besides the bills that are issued, we issue little pamphlets showing

Chairman—continued.

every train that is available between every pair of points.

1923. How do you define the workmen who travel by the ordinary trains?—Any man or woman has only to go to the booking office to ask for a workman's ticket.

1924. And he gets it?—As a matter of course.

1925. Do you find that the privilege is abused?—It is abused in this way, I will give you an illustration, that a fishmonger or a poulterer's salesman at Watford goes up by the early trains, and gets his produce and comes back with it and pays a workman's fare. These are two cases where the company are not exactly defrauded but in which people get the benefit under this Act of Parliament of low fares which was never intended.

Mr. *Lough.*

1926. We should like to see the bill to which you referred?—That (*exhibiting the same*) is the bill that we issue for the London district; it shows all the places between which the tickets are issued and the fares charged, and then at the bottom it says, "the tickets are not transferable, and if used by any other than the authorised trains they will be forfeited and the full ordinary fare charged. For particulars as to trains by which the tickets are available see pamphlets, which can be obtained on application at any of the stations mentioned above," and there is a little pamphlet issued (*handing the same*), that is a free pamphlet open to anybody who likes to ask for it.

Chairman.

1927. You state that at the rate of $\frac{1}{10}$d. per mile, suggested by Mr. Harper, it requires ten passengers to produce 1*d.* per mile and 300 to produce 2*s.* 6*d.* a mile?—I notice that Mr. Gooday in his evidence says that the average carried in their trains in the Walthamstow district is 370, and in the Enfield district 304, and it is quite clear from those figures that even in that busy district, where the great mass of workmen are supposed to be, such fares as those suggested by Mr. Harper could not possibly pay for working, let alone any profit for the companies.

1928. Therefore to charge $\frac{1}{10}$*d.* per mile must make a loss?—Absolutely. I would like to say that the earnings from workpeople in our London district according to the trains which are thrown open to their use, is about 2*s.* 2*d.* per train mile.

Mr. *Lough.*

1929. Is that the cost of running?—What we have done is to take the whole of the receipts from workmen's tickets in a certain period and divide it by the trains the workmen are allowed to use in the morning; we do not trouble about the back trains in the evening; and the average cost to my company for working the trains last year was 3*s.* 10$\frac{3}{4}$*d.*; and we know, of course, that the cost of working in the London district is much greater. Apart from that, some workmen's trains have to be worked back from Euston not utilised; they are taken back to Watford empty. That is a dead loss to the company. I have given you the average rate per mile, namely, 0·2817*d.*; and the average distance that the workpeople

Mr. *Lough*—continued.

workpeople travel in the London district is 15·73 miles—that is the total distance out and home. The gross fare paid on the average for workpeople in the London district is 4·40*d.*, a little under 4½*d.* for the double journey, all over the London and North-Western Company's system. It cannot be said, I think, that that is an excessive charge for a workman to have to pay; and when I repeat what I said before, that in the case of Watford, where the fare is 9*d.*, which is the highest fare that we have, the issue is the largest, it is evident that they can afford to pay more than 4½*d.*

Chairman.

1930. We find that from Harrow the fare is 6*d.*?—Yes.

1931. And from Bushey?—The same as from Watford—9*d.* I have also stated that we allow all workmen to return home by any train in the afternoon except two or three express trains to Watford; and further, that we are prepared to issue these daily tickets on the basis that I described, to anybody anywhere within certain times up to 8 o'clock in the morning.

Mr. *Galloway.*

1932. Do you say anybody can return with a workman's ticket who has one, after 12 o'clock in the day?—Yes, except by two or three express trains to Watford.

1933. How do you prevent an ordinary person who takes a third class ticket travelling as a workman after 12 o'clock. I suppose it must be a return ticket?—The workmen's tickets are all return tickets. We have no protection against the man who is not strictly entitled to workman's conditions under the Act, except that the trains are only run up to the time available or shortly after in the morning. That is our protection. If the time was extended beyond that we should have no protection at all.

1934. You have no definition of workmen under which you work?—No, we have found it impossible to apply any definition. The Act says workmen, and from the commencement we have let it be applied to everybody, man, woman or child, gentleman or sweep.

1935. So that anybody who gets up before 8 o'clock?—Gets the benefit of the workmen's fare.

Chairman.

1936. If they choose to ask for it?—Yes, they only have to ask for it and it is their's. The protection we have is the time. If that is withdrawn we shall be in a very serious condition of things.

Mr. *Galloway.*

1937. Apart from the question of cost, which you say is a protection to you, I suppose you have some knowledge of the working into Euston Station of the line generally?—Yes.

1938. Is the line crowded between, say, 8 and 8.30?—The line is fairly crowded, but I have made full enquiry (I consulted our superintendent) so far as to ascertain that we should have no difficulty in running more trains if they were required, and we should run them if they were required. There is no congestion as there is at Liverpool Street.

Mr. *Galloway*—continued.

1939. I did not quite understand whether you mean to suggest that you thought the Great Eastern Railway Company had been very foolish in doing what they have done?—No, I did not put it in that way—Mr. Lough rather suggested it. What I meant to say was that the workmen in the Great Eastern district, and some other districts like the North London, having been treated to these special trains, owing to the obligation that the Great Eastern Company came under, have, in a sense, tasted blood, and they think they are entitled to these trains everywhere. That is the whole story. I say distinctly that when we reduced our fares some time since for workmen to half the ordinary fares, we did a most liberal thing, and at that time it was thought so.

1940. There was one question I wanted to ask you. Some questions arose with regard to your having carried out your statutory obligations. Are you aware of any instances in which the company has not carried out, not only in the letter but in the spirit, any obligations that Parliament has laid upon them?—I know of no case of the kind.

1241. Would your company be prepared to carry out, after proper hearing, of course, before this House, any obligation that Parliament put upon them?—That is rather a tall question, if I may put it so. Any obligation that Parliament might put upon them, which would not lead them into a loss or prevent their getting reasonable profit for the shareholders, I think they would be content to carry out, but not any obligation upon us that might mean a serious loss. They might say we must take the passenger for a half-penny, or free.

1942. What I meant was that your company are prepared to carry out in the ordinary and proper way those obligations which Parliament has put upon them in the past?—Undoubtedly, and they have done so, I think.

1943. And they are prepared to carry out all reasonable obligations?—Certainly. The Act says reasonable, and we think we have done the reasonable thing.

Mr. *Lough.*

1944. You suggest that the origin of this Cheap Trains' Act was that certain difficulties had arisen with the Board of Trade about fares which were over 1*d.* a mile, and about not sufficient 1*d.* a mile trains being run; that there were disputes about the duty on those trains, and that to remove all those disputes the Cheap Trains' Act of 1883 was passed?—No, excuse me, I did not put it in that way. What I say is this, that owing to the litigation that ensued in connection with the earlier Acts, the companies were thrown into the anomalous position that they had to pay a penalty in the shape of the duty when they gave the passengers a superior express service; and I say that is a condition of things which no Government could defend; and therefore part of the object of the Cheap Trains' Act, 1883, was to remove that anomaly, not the whole thing.

1945. It is very much what I said.—No, you put it in that way, that it was the whole thing.

1946. Have you not put it in your evidence as if it was the main object?—No, I say it is one of the

Mr. *Lough*—continued.

the principal objects or something of that sort, not the whole thing.

1947. Of course you know the Act?—Yes.

1948. The Act states first, in Section 3, that the companies must give a sufficient number of 1*d.* a mile trains?—It says "if at any time the Board of Trade have reason to believe." The Act does not say as you put it.

1949. It does say "a due and sufficient proportion of trains?"—Will you kindly allow me to say that the Act is permissive in a sense. It says "if at any time the Board of Trade have reason to believe," that certain things are not being done or are being done.

1950. And the first thing which the Board of Trade says is, that there is not a sufficient number of 1*d.* a mile trains?—Yes.

1951. And the second thing is, workmen's trains at such fares as the Board of Trade shall approve?—"As appear to the Board of Trade to be reasonable."

1952. The third thing is, the carrying of troops?—Yes.

1953. So that the carrying of workmen at cheap fares stands very high up in the object of the Act?—The 1*d.* a mile comes first.

1954. Then workmen second?—I should say the most important thing was (I quite agree with you) the provision of cheap trains for workpeople.

1955. And you will agree also that there is a power to withdraw the concession of duty if that second provision is not carried out?—The provision is, that if we do not cary out the reasonable requirements of the Board of Trade and the Railway Commissioners, then we cease to get the benefits of the Act.

1956. How much did you get last year, the London and North-Western Company, under the Act?—You mean by way of remission of duty?

1957. Yes, by way of remission of duty?—We cannot tell exactly, and it is open to many bearings; but I should think from 50,000*l.* to 60,000*l.* we may have got.

1958. I think it is larger than that?—That is the whole thing; but you must remember that we reduced the fares as a set off.

1959. Never mind that; I want to know how much was the gross amount you received in remission of passenger duty last day?—It is impossible to say, because there are certain unknown things with regard to the proportions of Parliamentary and third class traffic.

1960. Can you tell me the gross amount?—What I say is this. You have got there, somewhere, the total amount of the third class traffic that we have, as well as first and second class. That third class traffic, for the purpose of giving the figure you ask for has to be separated into two portions, that is to say, the portion which would under the old arrangement have paid duty, and the portion which would not have paid duty. It is impossible to ascertain that now.

1961. Can you tell me how much the Board of Trade say you have got under the Act?—I do not think the Board of Trade say anything about it.

1962. Can you tell me how much the County Council say you have had?—It is in their table somewhere. They do not give the amount we are exempt: they give the amount we pay.

Mr. *Lough*—continued.

Sir *Thomas Wrightson.*

1963. Yes, at page 49 it gives the amount exempt from duty, 3,769,000*l.*?—That is not the amount of money which would have been paid as duty, but the amount of traffic receipts exempt from duty; and I say that figure, before you can get the true amount, must be split up.

Chairman.

1964. The amount of money for tickets that you have exempted from duty is, according to the Board of Trade Return, 3,769,832*l.*?—And, I say, by way of explanation, that prior to the Act of 1883, a certain amount of that amount, or a corresponding amount, was exempt from duty likewise.

1965. Was not the only portion which was exempt before that the price for parliamentary tickets issued by the company?—Yes, and a very considerable sum it was altogether; and I say you cannot separate the present figure that you have quoted unless you have some foundation for it.

Sir *Thomas Wrightson.*

1966. But you have in this return of the Board of Trade, at page 48, last year, for the year ending the 31st March, 1883, the amount exempted from duty, which is described as 360,537*l.* The amount of duty, which would be at that time at 5 per cent., is given as 142,974*l.* The amount of duty on the 31st March, 1902, is a much less sum, because the duty has been decreased largely, 55,169*l.*—The duty had been decreased largely and the fares have been decreased on the 1st October, 1883. The whole thing has been decreased in proportion, and you cannot get a figure which will truly represent such a thing as Mr. Lough asked for.

Mr. *Lough.*

1967. Then we will leave it?—I have given the figures.

Chairman.

1968. I wish it had been given more clearly to the Committee?—I will try and make it clear to the Committee. I am very anxious to make it clear. It is this: we estimate that out of the amount of duty that was remitted on the Cheap Trains' Act coming into operation, we gave one-half to the public by reducing the fares, and you may assume in proportion to the present receipts (I have not worked the calculation out) it would still remit one-half the duty that we should have paid if the Act continued.

Mr. *Lough.*

1969. I do not want you to give the evidence in that way. I have had enough of your explanation of it, and I simply want to ask you, not for your explanation of what you did with this large sum of money, but what amount of money you got; can you tell us that, now that we have had the explanation?—You mean the amount of money we got in by way of passenger duty.

1970. The

Mr. *Lough*—continued.

1970. The difference between the amount of passenger duty you actually paid and the amount you would have paid if an Act of 1883 was not in existence?—My answer to that is this, and I am glad to give you a clear answer if I can, but it is a difficult thing, because the whole of the figures have been so upset in proportion by the alterations we made in our fares in the revision in 1883 that I cannot give an answer to it.

1971. Whatever the sum is, you admit that you get it for fulfilling that obligation I quoted to you, that you should carry workmen at what the Board of Trade call reasonable fares; is not that so?—One of the objects.

1972. Is your company the very highest and does it charge the highest fares of any railway company for workmen?—I think not. I have not got other companies' figures, but I am prepared to say, for example, that the charges we make for our workmen on the average of the London district are less than those of several important companies.

1973. It is ·29*d.*?—My figures are later than those.

1974. Never mind your figures at the time?—I have a later date.

1975. But you give us the average fares in your evidence as ·29*d.*?—0·2817*d.*

1976. The County Council give ·29*d.*?—That is the old thing. The thing has progressed since then. I have a later date.

1977. I will take ·28*d.*; will that satisfy you?—Yes.

1978. Do you know that the Great Eastern Company carry them at ·16*d.*?—Yes, I believe that is the figure.

1979. The North London at ·17*d.*?—They are also under an obligation, for special reasons.

1980. I am going down every line. The Central London—is that a new one, ·17*d.*; and they have no special obligations?—I am not sure whether they have or have not.

1981. The Metropolitan District, ·20*d*; the London and Tilbury, ·22*d.*?—May I suggest that you cannot compare a line like the London and North-Western with a line like the Central London or the Metropolitan.

1982. Then the Great Northern is ·25*d.*?—The worst of it is that I do not like to make comparisons with other companies; I would rather they spoke for themselves. I tell you again that I am quite satisfied that our average charge in the London district, whether per mile or per ticket, is less than some of the other principal companies.

1983. Then come to another point. The longest distance in the London district that you carry any passengers for 2*d.* is 2·45 miles. We have got that in evidence?—So far as I can see that is somewhere about the right figure.

1984. Do you know that the Great Northern Company carry them 4·48 miles for 2*d.*?—I cannot say.

1985. And the Great Western 4·24, and the Great Eastern 10 miles under a special obligation, but at any rate 7 miles under another train?—I do not think I can carry it any further. I say, speaking generally, that I am satisfied that the London and North-Western Company have treated workmen in a fair way and a reasonable way under the Act; and the proof of that is that we have no complaints.

Mr. *Lough*—continued.

1986. Then I come to that question of complaint. Have you not had a complaint about fares from Willesden and also Chalk Farm, and have you not had several complaints from the London County Council that you did not mention to us?—I do not know of them.

1987. Are you familiar at all with this passenger traffic yourself?—Yes.

1988. You are engaged in goods traffic?—Yes; but I also have charge of all the passenger trains, rates and fares, and have had them under my charge for many years.

1989. Do you say that there are no complaints?—I do not know of any complaints.

1990. You do know of the complaint you mentioned to us by the London Reform Union, which was ruled out because the London and North-Western——?—No, the North London, excuse me.

1991. Because the North London was interested in it?—They were not there.

1992. Does not that line belong to you?—No.

1993. It is a separate company?—Yes.

1994. But you control it?—No; we are large shareholders, but we do not control it.

1995. It is practically the same?—Oh, no, it is entirely distinct.

Mr. *Galloway.*

1996. It is worked by a Joint Committee, is it not?—No, it is worked by the North London Company's own directors. The only connection that the London and North-Western Company have with it is, that some of our directors are also on the Board of the North London Company and are large shareholders.

Mr. *Lough.*

1997. I will take another point. I see that your distance from Willesden to Euston is 5 miles and your fare 4*d.*?—The daily ticket is 4*d.*; the weekly fare is 1*s.* 8*d.*

1998. Why do you not give the daily fare at the same rate as the weekly fare?—If I may explain, at one time we only had daily fares, and as a concession to the workpeople we decided to give them weekly tickets reckoned at the rate of five daily fares. It would be most unreasonable of them to ask us to divide that weekly fare by six and give them that for the daily fare.

1999. You did that because they wanted a cheap ticket?—Of course, that is the reason, undoubtedly. But may I say that we have given those weekly tickets in hundreds of cases where we have had no application for them at all, as a pure concession.

2000. I pass to another point. You were speaking of complaints against the line—have there not been very serious complaints from the Manchester Corporation?—I have mentioned one, which was the Manchester City Council, and I have dealt with that in my evidence already.

2001. But you dealt with it by special pleading; they appear to have used a bad argument about long excursion trains?—I said that they mentioned those excursion trains as being part of the application and showed, I think, that they were unfair things; but I did say also that we made certain alterations in trains and certain

Mr. *Lough*—continued.

certain alterations in fares which I think satisfied those people.

2002. That is what I want to ask you—are they satisfied?—I cannot tell you. As I put it to the Chairman a short time back, it is a difficult thing to satisfy all people.

Chairman.

2003. You have heard of no complaint since?—No.

Mr. *Lough.*

2004. You have had these complaints?—Yes, and have attended to them by making these alterations in fares and trains.

2005. But your argument was that you thought their argument was unreasonable?—Yes.

2006. But at any rate their dissatisfaction remains against you?—If you have heard that, I have not. We have had no complaints within the last few years, at any rate from the Manchester people.

2007. I want to take up that argument about which I asked you a question a little while ago. You say that the discontent of workmen, to put it roughly, is owing to the cheap trains of the Great Eastern Company, which arise from the special obligations of that company?—I do not think I mentioned the Great Eastern Company.

2008. But you referred to them?—Yes, but by way of illustration.

2009. Are you aware that on every great railway on the continent as well as in this country, there is a demand for these cheap fares by workmen?—I have explained to the Chairman that I believe that certain special privileges were given to workmen by the French railway companies, and I believe it is so by other continental railway companies; but those railway companies are either subsidized or guaranteed by the Government, which is not the position here.

2010. Do you know that they are all guaranteed?—I think I am right in saying that all the French railways are either subsidized or guaranteed.

2011. I will take Belgium?—I cannot speak for the whole continent; I know that some of the Belgium railways are subsidized—the Belgian State railways for instance.

2012. I ask you are you aware that on every great railway on the Continent of Europe there is a demand for workmen to be carried at these rates?—I can quite appreciate the demand, and I understand it is so. Granting it is another matter.

Chairman.

2013. Do you know it?—No, I do not know it, but I should like again to say that in addition to the fact that the French railways are all subsidised or guaranteed, I believe that the Dutch railways are.

Mr. *Lough.*

2014. I want now to ask you a question about your own suggestion with regard to guarantees. You first say that the fairest thing would be that the rest of the passenger duty should be remitted?—As going to some extent towards helping the matter.

2015. Then you say that you ought to get the benefit of that without doing anything for it; that whatever may be the outcome of the present inquiry the opportunity should be taken to release the railway companies of the imposition?—I quite agree.

2016. You mean by that that you would like to get rid of that imposition without giving the service?—Certainly, I should like it very much, and I think it would be a very proper and correct thing to do.

2017. But I may think it a very proper thing of you to carry the workmen?—I quite agree.

2018. That is where the difference comes in. Are you serious in saying that the company would not appreciate any relief from local rates as a consideration for giving these workmen these facilities?—That is to say, by a reduction in rates brought about by emigration of the working classes to the country reducing the rates.

2019. I have not put it in that way?—I do not know what you mean, I must confess.

2020. Supposing that in London, or any other large city, say, you were offered a certain reduction in the rates that you are charged, in return for your making a perhaps greater concession in fares, would you consider it satisfactory?—For the reasons that I have given, no.

2021. Then you say that an Imperial grant would be the least objectionable way of meeting the difficulty. What sort of Imperial grant would you want?—I do not know. An Imperial grant can only mean one thing, a grant from the Imperial Exchequer.

2022. Have you any idea what sort of amount you would like?—No, I have not gone into that at all. I want nothing but what is fair. All we say is that we do not want to be forced to carry these workpeople at a loss; and if it is necessary for the purpose of sanitation, and so on, that they should be carried at very low rates, then we say that we are willing to do it—if it is made up to us in some way.

2023. But supposing it is not a loss, supposing it is a profit?—Supposing that, of course, I have nothing to say.

2024. Then all your argument is unreasonable?—No, not at all. Supposing it is not a loss but a fair profit to us, there is nothing more to be said about it. That is the present position; but I understand that there is an attempt being made to reduce our profits and extinguish them.

2025. That means that the reduction of fares will reduce and extinguish your profits?—It depends upon the amount of the reduction.

2026. It does not altogether?—Entirely; it must do so.

2027. If you get a great deal more traffic at the reduced fare, then it would not cause you a loss?—If I am carrying each passenger at a loss, the bigger the traffic the bigger the loss.

2028. If you get a community of workmen and create new cities along your line, you would have to supply those cities with general goods and make a profit of it?—It is very improbable. I do not know if I am allowed to refer to Mr.

Mr. *Lough*—continued.

Gooday's evidence, but it is a fact that a very large amount of the supplies which are required by these suburban towns goes by road, almost entirely. Watford itself has a tremendous trade by road.

2029. Was not every reduction of fare you have made at any time since you have built the railway first, done almost by Parliamentary compulsion?—No.

2030. Your evidence shows it. You have stated that there was a constant struggle between you and the Board of Trade to run 1*d.* fares?—I have not done so, I have not said anything like that.

2031. I will ask you this question, and if you just deny it that will do. Before 1880 did you run more than about one 1*d.* fare train a day?—Before 1880—oh, yes.

2032. Say 1870, in the earlier stages of the railway at any rate. Yes, I happen to know that all our trains to Liverpool, Manchester and Birmingham from London were at fares of a 1*d.* a mile, and to many other places, too.

2033. Will you admit that as years went on you have rather reduced the rate of fares that you charged?—No; I do not mind saying this—it repeats what I said before: that when the Act of 1883 came into operation we did reduce our third-class fare by the amount of duty we had previously added, that is to say, we made the 10*d.* fare 9½*d.*, and the 1*l.* fare 19*s.* But such a reduction as that would not encourage the growth of business at all.

2034. Did you not do a great deal more than you have just mentioned in 1883?—No.

2035. You have just told us so, at great length?—We did afterwards.

2036. Did you not run more trains at 1*d.* than before?—All our trains became 1*d.* trains except in certain instances.

2037. Exactly; at the point of the bayonet you made them all at 1*d.*?—Not at all.

2038. Now I will ask you this question: has not the profit of the company become greater as your fares have been reduced?—I should say no, and I will tell you why: because the rate of working expenses, that is to say, the working, has gone up very much this last year. The cost of working has grown from year to year; therefore our profit has become less.

2039. Has your dividend increased in consequence, gradually?—No; I have got the dividends here for the last 20 years.

2040. Has the value of your shares gradually increased?—I have it all here, it is not the fact; it has decreased.

2041. You say that the workmen's fares suggested by Mr. Harper are at the rate of $\frac{1}{10}d.$ per mile, and that there must be 10 passengers to produce 1*d.* per mile and 300 to produce 2*s.* 6*d.* per mile; is that correct?—Yes, I think so. Mr. Harper says 2*d.* for 10 miles out and 10 miles home, that is 1*d.* a mile, 3*d.* for 15 miles, and 4*d.* for 20 miles. That is $\frac{1}{10}d.$ per mile.

2042. Is it not for any distance up to 10 miles?—Yes.

2043. There would be some 2 miles and some 3 miles?—If I may explain it, it is this: in running a train for workmen you cannot run a train from every station; it has to be run from the furthest station, and it picks up as it goes along. Therefore the whole distance is run.

2044. Then you have taken the maximum distance that Mr. Harper suggested, and you have not taken any account of the shorter distances?—It is obvious on the face of it.

2045. Then you have taken no account of the shorter distances that workmen would be carried?—I have no account of the fact that we should have to run the trains for the whole distance.

2046. You have not taken account of the shorter distances?—It is obvious.

2047. Is that fair?—Yes, for the reasons I have given.

2048. But the reasons are not at all convincing?—It is quite right that we do sink the shorter distance, because the train will have to run the whole distance and all the work is done.

2049. Might not other passengers get in at intermediate stations?—Then their seats must be vacant; the seats are there and the train is hauled all the way.

2050. Where you get 3*d.* you might get three pennies for one seat in the 10 miles?—People getting in and out you mean?

2051. Yes?—It is most unlikely.

2052. Never mind; it is possible?—Yes, it is quite possible.

2053. You have not made any allowance for that?—It is infinitesimal.

2354. You have made no allowance for that any way?—It is infinitesimal.

Captain *Norton.*

2055. Referring to the queston of the local authorities contributing to the cost of experimental services, you speak of property owners objecting to the character of their property being deteriorated by the introduction of the working classes. Surely the development of any class of property by the working classes would be a gain to a landowner?—It has been put in evidence before, I think, by Mr. Gooday or Mr. Forbes, that the cost of land was increased by the introduction of the working classes into certain districts, that is to say, that the value of the land and houses and all the rest went up. But there are certain districts where the whole of the property already built is of a superior character, and the landlords naturally object to the working classes crowding those dwellings. That is all I mean by that.

2056. Are you aware that the Great Eastern Company, owing to the influx of the working classes into their district, have benefited very largely, both the landowners and the railway company?—I do not know that. I cannot say. I think Mr. Gooday's evidence was to the contrary to some extent.

2057. Are you not aware that within your lifetime the shares of the Great Eastern Railway have doubled, and trebled, shall I say?—I daresay they have largely increased in value, but that is due I believe not to workmen's traffic but seaside traffic, and the development of the northern mineral and goods traffic.

2058. Have

Captain *Norton*—continued.

2058. Have they not stated on some occasion that they have benefited very largely by the influx of people from Walthamstow?—I cannot say, I am sure.

2059. With reference to the large sum of three millions odd which you have had in the shape of the remission of passenger duty?—Which it is alleged we have had.

2060. Which it is alleged you have had in the shape of the remission of passenger duty—would you be prepared to have that duty re-imposed and to forego the conditions with reference to workmen's trains?—We have no wish to interfere with the operation of the Cheap Trains' Act, at all—we have always given full effect to it in a loyal way; but I think that were we to revert to the old state of things we should be better off.

2061. Have not most of the companies found it convenient to comply with the Act?—We have. I cannot speak for other companies who have complied with the Act.

2062. There has been no demand, certainly by the railway companies of this country, to be relieved from the obligation of the 1883 Act, and to go back to the former state of things?—So far as I know the companies have looked at things in a reasonable light, and knowing the object of the Act they have endeavoured to give effect to it.

2063. you stated that you ran a certain number of cheap trains altogether apart from the obligations imposed upon you, and that most companies do likewise. Does it not pay you, apart from any obligation, to run those cheap trains?—I am not aware that I have said that; I do not remember it.

2064. You pointed out that, in addition to the obligation imposed upon you to run workmen's trains you ran other trains at a cheap rate, and therefore there was a certain gain to the public in that way?—I do not think that is on the notes. I do not remember saying it.

2065. Have they not done that for their own benefit?—I should like the notes to be referred to for that statement.

Chairman.

2066. There is no doubt about the company having done it?—But I did not say that.

Captain *Norton.*

2067. Do you maintain that the Act is carried out in its entirety by your company?—Yes, I strongly maintain that.

2068. That is to say that wherever there has been a reasonable demand you have given the trains at the times required?—And the fares.

2069. Then how does that tally with your statement about complaints having been made against you both at Manchester and at Watford?—May I suggest it is this. The company thought one thing was reasonable, the working people the other, and the Board of Trade were called in. It was a doubt as to the reasonableness, nothing else.

Chairman.

2070. The point is, that if the railway company can satisfy the Board of Trade that they are doing everything they can, they have complied with the Act?—Certainly; and in certain cases which have been referred to by Captain Norton, where investigations were made by the Board of Trade, it has resulted in modifications of fares and trains, because the Board of Trade thought we might do something a little more reasonable.

2071. You have to satisfy the Board of Trade?—Yes.

Captain *Norton.*

2072. Am I right in stating that the rate from Harrow to London is a fraction over $\frac{1}{2}d.$?—I think we are entitled to charge for 11 miles; that makes it $\frac{1}{2}d.$ a mile exactly. Under the Act of Parliament we are entitled to charge for the fraction of a mile as a whole in certain cases.

2073. Does your company issue any cheap season tickets for workmen?—Only the weekly tickets.

2074. No cheap season tickets such as the South Eastern and Chatham Company issue?—I do not know that the South Eastern and Chatham issue cheap season tickets for workmen.

Chairman.

2075. No; the London, Brighton and South Coast Company?—I do not know that the London, Brighton and South Coast Company do for workmen alone.

2076. No, but the workmen have the benefit of them?—And we have the same thing; we have third class season tickets on our system, and monthly season tickets.

2077. At the same rate?—Yes, the same rate; they are open to everybody and by all trains all day long. I do not think the Brighton Company have monthly tickets for workmen alone.

2078. What Captain Norton asked you is this: we had it in evidence that there was an extraordinarily cheap season ticket given for the benefit of workmen and others who like to use it on the Brighton line, to their customers. You say that you give the same thing. Then I ask you, which is a most important point, is it at the same rate per mile as those issued by the Brighton Company?—In answer to Captain Norton's question, I do not know what he says, therefore I cannot give any answer, but we have third class season tickets. The Great Eastern Company, I think, have none. We have.

Captain *Norton.*

2079. My point is, whether you issue a special third class railway ticket which is only available up to a certain hour in the morning, which is used by workmen?—No, for no longer than a week. We have no workmen's season tickets.

2080. You contend, do you not, that if you extended the time for workmen's trains up to 9 o'clock, other people, besides what would be considered workmen, would take advantage of it?—What I contend is this. At the present time we are subject to that to a large extent, but that only is with regard to times up to 8 o'clock or thereabouts. But if the time was extended to 9 o'clock it would become a very much more serious thing, and then we shall want some other protection.

 2081. You

Captain *Norton*—continued.

2081. You think that if it was extended to 9 o'clock that practice would be very much aggravated?—Certainly; so much so that we must have some further protection.

2081*. You do not think that practically the same class of people would use those trains as do now, seeing that the class of people who would travel up later would be people who would be due at offices at 10 or 11 o'clock?—If I might say so, there are a great many people due at offices in London (I think perhaps the larger part) at 9 o'clock; all the railway clerks are due at 9 o'clock; that is a very large thing; and no doubt many City clerks are also.

2082. You would not take the same view as I do about workmen, that any man who earns under 3*l.* a week ought to be considered a workman whether he works as a clerk or as a mechanic?—I am not inclined to find fault with that except as regards the 3*l.* a week; I think that is too much. 30*s.* a week has been mentioned elsewhere as being a reasonable limit, and the man whose evidence I read out to you was earning, I think, 31*s.* 6*d.*, and he can afford to pay 3*s.* 9*d.* a week for a workmen's ticket.

2083. I am afraid his evidence was not much good; he had only been there three months?—I believe he is still there.

2084. That is another point; he had not been there more than three months when he gave that evidence. You suggested that tickets might be issued through employers of labour to workmen. Would you see any objection to the issuing of tickets in any number or at any time to the workmen direct by the company; would there be much difficulty about it?—No, excepting this: that when I suggest that they might be bought by the employers of the workmen, I am getting some kind of protection so far from a responsible person. If an ordinary working person was allowed to buy these tickets in any quantity and sell them to anybody else, we should not have any protection at all. The employer is a responsible person who can be made responsible for his action.

2085. Are you aware that on some of the other lines they do issue them in weekly packets?—Yes.

2086. And they have found no difficulty of any kind?—They only issue them for one week, not any quantity.

2087. You stated that the time of departure was the main thing in connection with the trains?—The true test, I think I said.

2088. How about the time en route; are you not aware that that determines very largely where the workman lives and the time that he leaves his home?—I think his object in leaving home is to arrive at his place of employment in time to commence work. All the rest is in his own hands.

2089. Therefore the time of arriving in London is the true test, so far as he is concerned?—That is what I said, I think.

2090. I thought you said the time of departure?—No, I think not.

2091. You stated that there is a great loss on workmen's trains?—I do not think I put it in that way.

Captain *Norton*—continued.

2092. You did not put it exactly in that way?—And that was not the purport of my evidence. What I said was that the receipts from workmen's trains in our London district, divided by the number of miles that the trains they use run, gave 2*s.* 2*d.* a mile, and that might mean a loss; but, as it happens to be coupled, in some cases where the same trains are used by the ordinary public, with season tickets and things like that, I do not say it is a loss absolutely; I do not know; I would not like to put it so. All I want you to see is that with our present fares we are not getting a fat earning, and therefore, we do not want to see them reduced.

2093. You have stated that you let the workmen come back by a certain number of trains, and that a certain number of other trains were barred?—No; I said that we allowed the workmen to return by any train in the afternoon, except in the case of two or three express trains to Watford.

2094. Because you are aware that if it happens to be wet and the workman has to knock off work he is under great difficulty about getting back unless he is allowed to take advantage of the majority of the trains?—On the London and North-Western, I believe, there is a general understanding in the case of work ceasing through wet, or things of that sort, a man getting up to town and not finding work and wanting to go home, if he applies to the station-master is allowed to go by the earlier trains if he wants to. I think that is the general practice.

Mr. *Levy.*

2095. You gave us the cost of running workmen's trains at 3*s.* 10¾*d.*, I think?—No, that was the cost of working the whole of the trains on the London and North-Western system for the year 1903.

2096. Staff charges and everything?—Yes. May I put it in this way. The only receipts we have are from the trains practically. Therefore all our expenses have to be set up against that.

2097. Then you say you must carry 300 people on Mr. Harper's suggestion, for 2*s.* 6*d.* per mile—Yes.

2098. Supposing, as it is stated on the Great Eastern Railway, you get 700 or 800 people in a train, even on Mr. Harper's suggestion there would be a profit on it?—You see I have taken the average figures given by Mr. Gooday of the numbers in the Great Eastern trains in their busy district. They are between 300 and 400 only.

Mr. *Galloway.*

2099. Nothing like that, surely?—Between 300 and 400. He gave from Walthamstow 370 and from Enfield 304, at page 90 of the evidence. Therefore on the Great Eastern line, where there is such a very large quantity of workmen, Mr. Harper's figures would not pay on the whole.

Mr. *Levy.*

2100. We have had evidence that 700 or 800 people are carried on many trains?—If I may put it in this way, Mr. Gooday admitted that if a train was filled with some 800 people, he informed

Mr. *Levy*—continued.

formed you it would pay at his present rates, which are something about the same as Mr. Harper's suggested rates; but if he gets an average of between 300 and 400 it cannot pay him.

2101. Can you give us an idea of what fare would pay from a neighbourhood with a large working class population?—The best idea I can give you is, that we find the fares we are charging, which on the average in London amount to a little over a farthing a mile, fairly meet the case; because although I am sure there is not much profit in it, there is some profit I believe; and I think where there is a large business like there is at Enfield, and like there would be at Walthamstow, and say Watford, it would be fair to give somewhat lower fares *pro rata* for the distance than you give for a smaller distance.

2102. But could you carry the people at anything much less than a farthing at a profit?—I think not, distinctly.

2103. Then you say you let people travel by selected trains; is there any object in singling out certain trains?—Yes, so as to find the general public who pay the ordinary fares, an opportunity of keeping separate from the workmen.

2104. Not in the early morning?—Some of the general public go very early, people who have business in the city shops, and so on, go very early sometimes—not workpeople, but masters, owners of shops, and so on.

2105. If that is the case there is no object in excluding the workpeople from the later trains, is there?—Except that it is more aggravated as you get later; it is very much more at 9 o'clock. There is a very large number of people who are willing to pay the ordinary fares, and do pay them.

2106. You are not prepared to throw all your trains open to workpeople up to 8 o'clock in the morning?—I am not. So far as I know the accommodation we afford at present to workpeople is satisfactory; we have no complaints now.

2107. Then you said that employers get the benefit of the cheap rates by getting people at lower rates of wages. You know, of course, that in the case of artisans and mechanics their wages are ruled by the Trade Union rates, and the employer receives no benefit?—I am only putting it in this way, that if the workman had to pay a higher fare for his conveyance to and from home, then the Trade Union rates would go up too.

2108. But you must bear in mind that there are a large number of workpeople in London who do not travel at all?—Yes; but then the advocates of the working class want to take all those people outside.

2109. But you will admit also that as regards people outside the Trade Unions, clerks and so on, their wages are largely ruled by the supply?—Yes.

Mr. *Ure.*

2110. Would you object to any enlargement of the definition of workman?—We have no limitation.

Chairman.

2111. Then you would not object?—We have no limitation. I am not sure. I say that at the present time we treat workmen under the Act as meaning everybody.

Mr. *Ure.*

2112. What class do you suggest would be admitted which are at present excluded practically, if you allowed them to travel by trains arriving say at 9 o'clock?—I think the suggestion I made was, that the limitation should be with regard to the rate of pay.

2113–4. I ask, what class of people do you say would be included, which at the present moment are excluded, if you allow anybody to travel?—My way of regulating the thing would be to take the rate of pay, nothing else.

2115. What rate of pay would you suggest?—30*s.* has been suggested. I do not find fault with it very much if it is going to be used at all.

2116. What companies charge higher fares than you do?—I do not like to say, I have no information here. I do not want to suggest that other companies do charge higher fares than we do.

2117. You said that in your examination in chief, I wondered which they were?—I think I rather protested against being asked to say that.

2118. Supposing you charged lower fares even than they do at the present moment, could you still run without making a loss?—I am very doubtful of it.

2119. Would it be any substantial relief if you were treated exceptionally in the matter of rating, in towns and villages for example, from which you brought workpeople?—Do you mean local rates.

2120. Yes?—As I have pointed out, the companies themselves pay a large share of those local rates, and it is difficult to estimate how much relief they would get.

2121. Supposing you were relieved, for example, to take an extreme case, of the payment of local rates inside the particular area from which you bring the workpeople, would that be a material relief?—It would depend entirely upon the amount of relief given. I cannot put it higher than that.

Sir *Thomas Wrightson.*

2122. I should like to ask whether you know the amount of passenger fares as to which your railway is exempt?—If you mean the amount of fares we collect on which we do not pay duty, I have not got the figures here.

2123. Will you accept the figures of the Board of Trade, which states that the amount exempted from duty is 3,769,832*l.*?—I was going to say I would not find fault with those figures, and I am quite prepared to accept them.

2124. Are you aware that the 2 per cent. exemption of duty upon that sum is equivalent to 75,000*l.* a year?—I have not made the calculation.

2125. But you are not prepared to question it? Are you also aware that you stated that the number of tickets you have issued has been five millions in a year?—Over the whole of our system.

2126. Workmen's trains?—Workmen's trains.

2127. It

Sir *Thomas Wrightson*—continued.

2127. If you divide that 75,000*l.* by five millions, are you aware that it makes a difference of 3½*d.*, or rather more, per ticket?—No, I am not aware. I have not made the calculation, and there are a lot of considerations which have to be gone into, as I explained before.

Chairman.

2128. You do not doubt the arithmetic?—I would not like to question the honourable member's statement.

Sir *Thomas Wrightson.*

2129. I may have made a mistake, but at all events you have not made the calculation, and I have, and it appears to me that the amount of remission of duty at 2 per cent. is equivalent to 3½*d.* per ticket, according to the average number of tickets that you say you disposed of in the London districts in a year?—I do not follow the figures. I cannot make any admissions at all.

Mr. *Galloway.*

2130. You do not accept or reject it?—No.

Sir *Thomas Wrightson.*

2131. Supposing it were correct and that your average rate is 4·4*d.* for the double journey, as you state it is, if you charge that and get a remission from the Government of 3½*d.*, does it not to some extent account for the very great disparity between your charges and the Great Eastern charges? If the Great Eastern directors have taken fully into account the large remission (and you have not), may not that supply the reason why there is such a discrepancy between your charges and the Great Eastern charges?—I am sorry I cannot follow it in that way.

Sir *Thomas Wrightson*—continued.

Mr. *Galloway.*

2132. With regard to these figures, it is rather unsatisfactory, from the point of view of the Committee, that we cannot have them put in. Could you not work them out and let us have them and submit them to the Committee at another meeting?—The difficulty I feel is that I do not follow the argument in the way the figures are applied. I cannot follow it. I will read the notes when I get them, and see if I can make anything out of it.

Chairman.

2133 I must say that your knowledge on these figures is a little unsatisfactory. It would have been better if the company had been able to send somebody who could have dealt with what I consider the most crucial point in the whole question, viz., the amount of the remission of duty in respect of workmen's tickets.—I mentioned, I think, in evidence, that the amount we estimated was 60,000*l.*

2134. But you admitted that you could not say whether you got much profit or much loss, you thought the thing would about balance?—Yes.

2135. So far as the figures go I cannot help thinking that there is a good deal more profit than loss, and I should have liked you to have been able to show us one way or the other. I cannot press it any further?—I hope that when you read the notes you will see that the replies I have given are satisfactory.

Wednesday, 3rd August, 1904.

MEMBERS PRESENT:

Lieut.-Colonel Bowles.	Mr. Lough.
Colonel Lockwood.	Captain Norton.
Mr. Gerald Loder.	Sir Thomas Wrightson.

LIEUT.-COLONEL BOWLES IN THE CHAIR.

MR. GEORGE ARNOLD called in; and Examined.

Chairman.

2136. You are the London District Superintendent of the Midland Railway?—I am.

2137. I have had a letter from Mr. Mathieson, your General Manager, regretting that he cannot be present, as he has a meeting of directors to-day of the Company at Derby?—Yes.

2137* He says you will be able to answer all the questions we want to put to you?—That is so.

2138. You have held your present position for nearly two years, I think?—Yes, nearly two years.

2139. And for twelve years previously you were District Traffic Inspector for the London District?—Yes, that is so. I may say that I have an intimate knowledge of the passenger train workings into and out of London, and of the requirements of the suburban populations in regard to train service facilities into and out of St. Pancras and the City.

2140. You might perhaps explain the Midland Company's connection round London?—Perhaps I might better do that with this Ordnance Survey Map, which I have marked. (*Producing and explaining the same.*)

2141. Your main line to the north does not traverse any thickly populated suburban London area?—No.

2142. But you run in conjunction with other lines as far as Woodgrange Park?—Yes.

Mr. *Lough.*

2143. You are joint owners?—We are joint owners up to Wanstead Park, but we run workmen's trains to Woodgrange Park, one station beyond the joint line.

Chairman.

2144. You are joint owners with whom?—With the Tilbury Company between Wanstead Park and South Tottenham, and the Great Eastern between South Tottenham and Highgate Road, which adjoins Kentish Town on our main line.

Chairman—continued.

2145. You also run out of London on your Main Line as far as Hendon?—Yes.

2146. And do you run any workmen's trains on the Hendon Line?—We run two from Hendon to Moorgate Street.

2147. That is joint ownership?—No, it is purely and simply the Metropolitan between King's Cross and Moorgate Street.

2148. When did you first run any workmen's trains?—The first workmen's train run by the Midland Company was from Harringay Park, on the Tottenham and Hampstead Railway, to Moorgate Street, which commenced on March 2nd, 1885, and this train was extended to South Tottenham in July, 1885, four months later.

2149. What did you charge for tickets?—From South Tottenham to Farringdon Street, Aldersgate Street, and Moorgate Street, 3½*d.*

2150. Is that return?—Yes, return.

2151. What is the mileage?—The mileage from South Tottenham to Farringdon Street is 7 miles 10 chains, to Aldersgate Street, 7 miles 36 chains, and to Moorgate Street, 7 miles 72 chains.

Mr. *Lough.*

2152. Is that Harringay to Moorgate Street?—From South Tottenham to Moorgate Street. From Harringay the distance is 5 miles 79 chains to Farringdon Street; to Aldersgate Street, 6 miles 25 chains; and to Moorgate Street, 6 miles 61 chains.

Mr. *Gerald Loder.*

2153. What is Junction Road?—Junction Road is the junction by which we branch off to the Low Level to get to Kentish Town. We have two ways of getting from Junction Road to Kentish Town, one the High Level and the other the Low Level.

Chairman.

2154. What is the price of the ticket from Harringay to Farringdon Street?—3½*d.*

2155. All

Chairman—continued.

2155. All 3½*d.*?—Yes.

2156. Within that zone it is really a flat fare for workmen's trains?—That is so.

2157. You still charge 3½*d.*?—Yes, we still charge 3½*d.*

2158. Do you run more than one train now?—That was in 1885. In 1898 we put on two more trains, starting from Woodgrange Park, one running into St. Pancras and the other into Moorgate Street.

2159. Woodgrange Park is on the other line?—It is on the Tilbury Company's Line.

2160. Do you only run one workmen's train still on the South Tottenham Line?—No; all these trains go over the South Tottenham Line. And the train I first referred to was in October of last year, put on to Wanstead Park; so that really we have three booked trains now running the whole length of the Tottenham and Forest Gate and Tottenham and Hampstead Railways; and in order to give easement and prevent overcrowding, in November last year we put on a duplicate train as between South Tottenham and St. Pancras, which we have run ever since.

2161. Then what workmen's trains do you run from Woodgrange Park to Forest Gate?—We run two trains from Woodgrange Park, and one from Wanstead Park, which go over the whole of the Forest Gate Line and the Tottenham and Hampstead Line.

2162. In 1893 you put on a workmen's train from Hendon to Moorgate Street?—Yes, we put on a workmen's train from Hendon, giving a second train in 1898.

2163. Do you wish to give us any time tables?—I could show you the time tables. (*Producing and explaining the same.*)

2164. Then the return halves are available for travelling by any train after 12 noon; is that so?—Yes.

2165. Do you issue any weekly tickets?—No, we do not issue weekly tickets; nothing beyond the three-monthly season tickets, which are not largely taken up by working-men; those are mostly availed of by people in the position of clerks and rather better off people.

2166. The season tickets are not taken up by the working classes?—Not largely, I think.

2167. From South Tottenham to Farringdon Street, what would be the rate of the season ticket?—I am afraid I have not got any details with me to give you those rates.

2168. As to your trains being crowded, what is their seating capacity?—The trains are made up of eleven coaches, three of them being first class, capable of holding 120 passengers, and eight third class coaches, capable of holding 380 passengers.

2169. Are they crowded?—No; they are not crowded at all. With a view to this inquiry I had particulars taken on four days last week, and all the passengers counted at the busiest parts; and I found that the greatest number in one train was 320; whilst the lowest number in any one train was 120.

Mr. *Gerald Loder.*

2170. What is the capacity of a train?—It would seat 500 altogether.

Mr. *Gerald Loder*—continued.

2171. And there were not more than 320?—The greatest number in any one train was 320.

2172. Could you tell us which train that was?—It was the 5.35 a.m. from Woodgrange Park to Moorgate Street.

Chairman.

2173. Have you had any applications for additional workmen's trains in London since 1898?—In 1899 a Reform Union somewhere in London made an application for a later train from each direction, that is from Woodgrange Park and from Hendon; but their application was not pressed, and the matter dropped altogether. In 1901 the St. Albans Trades Council asked for a workmen's train to London; but after inquiry we could not find that there was any necessity for it, and for that reason the application was declined.

2174. What is the distance between St. Albans and London?—Twenty miles to St. Pancras. Then we had a further application in 1902, from the Hendon Urban District Council; but as the two trains already running from Hendon were so lightly patronised we did not see our way to comply with the application.

2175. You have no special statutory obligations, have you, in regard to the running of workmen's trains, other than those contained in the Cheap Train Act, 1883?—No.

2176. You think that your arrangements fully meet all the demands made upon the company for running workmen's trains?—I do, from my own experience. I have really been mixed up with the working of the trains for the last 16 years altogether, and I continually keep a watch on these trains. If there is any necessity, as there was last year, to make any increase, I have recommended its being done; and we put on those two extra trains.

2177. How do you account for the fact that the Great Eastern Railway Company have such a very large quantity of workmen to take up from Tottenham and you have so few?—I do not think they take them from Tottenham. They bring them from beyond Enfield, and that direction. I do not think they take more workmen probably from South Tottenham than we do. They do not, I may say, work any trains on the Tottenham and Hampstead line to Liverpool Street.

2178. But I mean from their Bruce Grove Station?—That is beyond; that is really a poorer neighbourhood, a neighbourhood more patronised by workmen than Harringay Park and stations on the Tottenham and Hampstead line.

2179. Their charges are considerably less?—Yes, they are.

2180. I suppose that would make some difference?—I dare say it would.

2181. If you ran an equally cheap train that would be a temptation for workmen to live in South Tottenham?—I do not think so. I think the rents would be too high. That is my own opinion. House rent on the St. Pancras side of South Tottenham is much higher than house rent on the further side of South Tottenham, Bruce Grove way.

Mr. *Lough.*

2182. I think you practically admit that you run very few workmen's trains on the Midland line?—That is so.

2183. And you have declined or defeated every application which has been made to you for more?—Yes.

2184. I want to ask you: do you know how much railway passenger duty the Midland Railway Company is relieved of owing to the Act of 1883?—No, I cannot tell you that. I do not know how much they are relieved of.

2185. Are you familiar with the Act of 1883?—I have read it through, but I cannot say what amount they would be relieved of.

2186. If I give you the figure will you recognise it, that during the 20 years the Act has been in operation the Midand Railway Company have received 1,080,000*l.*? You could not either confirm or reject that?—No, I could not either confirm it or otherwise.

2187. Can you tell me whether in 1900 your remissions of duty were 91,159*l.*?—I am afraid I cannot; I am not versed at all in the question of duties. That is all regulated from our headquarters at Derby.

2188. But you are the only gentleman we have from the Midland Company?—I know; but if you say those figures are so, I am afraid that I must admit that they are. I cannot contradict it or otherwise.

2189. I think, seeing that one of the obligations of the Act was that you should provide the trains in return for the remission of the duty, we ought to have had someone from the railway company who would have looked into that point. Now, I want to take another point. Do you know what is the reason that we want workmen's trains at all? Is it not because workmen are obliged to live out of the city?—I take it so.

2190. And they are often crowded out by improvement in the city?—Yes.

2191. Did you displace any workmen at St. Pancras when you built that fine station?—I dare say we did. I know we did when we built the Somers Town coal depôt, but I cannot say about St. Pancras passenger station, that was before my time; but I have no doubt it was so. I know we built several blocks of buildings, as was arranged we should do, within half a mile of St. Pancras to accommodate the displaced people.

2192. Where are those buildings?—The Polygon buildings they are called; they lie off the Euston Road, some ten minutes' walk perhaps.

2193. Do you know the rents of them?—I think they are fairly nominal rents, but I cannot tell you exactly what they are. It is not a high rent. They do not exceed 3s. 6d.

2194. Do you know that before the Royal Commission on the Housing of the Working Classes in 1884 evidence was given that you had displaced 5,000 persons in St. Pancras in the building of the station?—I have not seen that figure, but I have no doubt we did displace a considerable number.

2195. Do you know that evidence was given on behalf of the company then that, instead of re-housing, they had given some small sum of money to people they displaced not to make any complaints upon it?—That I had not heard.

2196. You did not know that before?—No.

2197. You have told us that practically you give no service of workmen's trains; at least, you give how many trains?—We give altogether six workmen's trains.

2198. And the total number of workmen you carry—how much did you say it was?—To be exactly accurate, for the year ending December 31st, 1903, 378,640.

2199. Do you know how many the North London Company carry?—They must carry very many more than we do, I think; but I have not any record.

2200. Do you know that they carry 9,300,000?—I take it that their line goes through a working class district more than ours does; it is certain that down to Hendon we have not a working class neighbourhood at all, except at Hendon.

2201. But on that point, have you not just shown us by the plan that you have half the ownership of the line that runs round the north and east of London?—Yes.

2202. Tapping a great deal of this Great Eastern district?—Yes.

2203. Do you know that the Great Eastern Company carry 12,900,000 workmen?—I know they carry an enormous number.

2204. The London, Tilbury, and Southend carry 3½ millions?—Yes.

2205. And the Metropolitan 15 millions?—Yes.

2206. The Midland Company carry, you say, about 300,000?—Yes.

2207. Do you think that is adequate for a great line like yours?—It is a very much less number that we carry, undoubtedly, but the trains are nothing like filled upon the Midland, which goes to show, we take it, that we meet all requirements.

Mr. *Gerald Loder.*

2208. And more than meet all requirements?—Yes.

Mr. *Lough.*

2209. I am coming to that in a minute. You say that your trains are not filled; have you any trains at all from St. Albans?—Yes, into St. Pancras; several.

2210. Workmen's trains?—No.

2211. Have you a station at Watford?—No.

2212. Is Watford further out than St. Albans?—It is on the London and North-Western Railway.

2213. Is it further out than St. Albans?—I should say it is about the same.

2214. Do you know that the London and North-Western Company give a very good service of workmen's trains to Watford?—I did not know that.

2215. We had it in evidence last week; they said it was one of their best workmen's stations. And you give no workmen's train at all from St. Albans?—Not beyond Hendon.

2216. Then you cannot have any evidence whether it is wanted or not, because you do nothing

Mr. *Lough*—continued.

nothing?—We have gone upon the ground that we have had no applications except this one that I have referred to.

2217. I will come to that one. That application was made by the St. Albans Trades Council?—Yes.

2218. That was a very important application. Now I will take the stations you do run them from. Just one question more about St. Albans. From Radlett, Elstree, and Mill Hill you have no workmen's trains from any of those stations? —I should say, speaking from experience, that there are no workmen's cottages at any of those places, unless it may be a few at Elstree.

2219. Is there not plenty of cheap land there? —I believe until recently there has been no land at Radlett available for anything; it is an open, fine district, but I believe there is no land to be procured at all.

2220. At any rate, you do not provide facilities for workmen's houses to be built there if anybody was willing to build them, or for workmen to live there?—No.

2221. Now, coming to the service that you do run, take Hendon; you have only two trains from Hendon?—Yes.

2222. Am I right in saying that the first train starts at 5.40 in the morning and the second at 6.35?—At the present time the times are 5.28 and 6.38.

2223. A few minutes difference only?—Yes.

2224. Do you think that those two trains at those two hours enable you to say that if you gave a proper service you would not find a large number of workmen to be accommodated?—I do not think that we should find very many men avail themselves of them. There might be a few who wished to come into the City a little later than 6.30, but I do not think any considerable number at all would avail themselves of them.

2225. Let us take the times of arrival of those trains; one arrives at Moorgate Street at 6.10? —At the present time it is 5.58.

2226. And the other at 7 o'clock?—Yes, 7.8.

2227. Do you think that those two services are adequate?—I think so, seeing that they are nothing like filled at the present time.

2228. Just on that point; did you ever read the Cheap Trains Act with regard to time? Do you know what time is mentioned in it?—Yes, up to 8 o'clock.

2229. Do you run any trains up to 8 o'clock? —We do not; the latest we have is this 7.8 into Moorgate Street.

2230. Do you think that, if you do not fulful the obligations of the Act with regard to time, it is fair of you to say that you do everything that can be expected?—We have always gone on the ground that there is really no need for trains so late. We find that these trains accommodate all the workmen, or practically all the workmen, there are there to travel.

2231. But does not the Act of Parliament state 8 o'clock as the time?—Yes, it mentions 8 o'clock.

2232. Are you at all acquainted with the hours that London workmen work; did you ever go into the question of what time they commence work?—No; but I know the hour varies. I cannot say the hour at which they do begin, because there is so great a number to accommodate.

2233. At what hour do you think most workmen in London begin work—at 6 o'clock or at 8 o'clock?—I should say the greater number would begin at from 6 to 7.

2234. I have a table here showing very different figures indeed. I have the figure that 67 per cent. out of 93 trades commence work at 8 o'clock and afterwards?—I should not have thought it was so late.

2235. At any rate, you admit that you do not fulfil the obligations of the Act with regard to running up to 8 o'clock. So much for times. Now, I want to come to fares. Have you got the fares which other railway companies charge?— I know they charge a very much less fare than we do—the Great Eastern Company, particularly.

2236. So, then, you admit you charge a higher fare and you run the trains at unsuitable hours, and yet you say there is no demand?—I did not admit that we run at unsuitable hours. I said that I thought we ran at suitable hours.

2237. I will leave the hours. But your fares are much higher, are they not, than those charged by other companies?—They are higher; but I do not know that they are at all contrary to the Act of 1883. I do not know quite what the word in the Act is, but I believe it says a fair rate.

2238. Yes, a reasonable rate. How do you arrive at that? Do you think it is right for the company to fix what is a reasonable rate?— I think so, unless there is any exception taken to it.

2239. But, if you find every other company giving cheaper rates, does not that go some distance to show that your rates are too high?—I really do not know that all the other companies do charge a lower rate than we do. I know that several do. I know particularly that the Great Eastern Company do.

2240. They charge a much lower rate?—Yes; but I believe that some of their low rates were fixed for them.

2241. There were some fixed for them; but I do not want you to refer to that. What is your average mileage rate for your workmen's trains? —In some cases it will go down to about a farthing a mile.

2242. That is just it, 0·24*d.* I have. Do you know that the North London mileage rate for workmen is 0·17*d.*?—No, I do not know that.

2243. Do you know that the Central London is 0·17*d.*?—No.

2244. You admit, at any rate, that there are much lower rates on other lines than on yours? —Yes.

2245. I want to ask you another question or two about that. The Chairman asked you about your season tickets. You issue them?—Yes.

2246. Are your third class season tickets practically as cheap as the workmen's tickets?— I do not think they are quite as cheap as the workmen's tickets. I am sorry I did not bring the table; but I do not think they are quite as cheap as the workmen's tickets.

2247. Then

Mr. *Lough*—continued.

2247. Then I will take you through that. I have some particulars, and I would like you to confirm them if you can. What is your workmen's fare from Wanstead Park return?—5*d.*

2248. How many miles is that?—11 miles 18 chains.

2249. If I say that your third class season ticket daily cost is 5·38*d.*, would you be prepared to say that that was right?—I really cannot say now.

2250. Now, take another, Blackhorse Road; what is your fare?—4*d.*

2251. I have it that your season ticket daily cost is 4·31*d.*?—Yes.

2252. I want to ask you a question about these season tickets. Are they available by every train you run at any hour?—Yes.

2253. And as often as anybody likes to travel in the day?—Yes.

2253*. Do you think it reasonable to give workmen restrictions in hours and only one train or two in the morning, and the same in the evening, and to give them no cheaper fares than those season tickets?—A workman can go back by any train after 12 o'clock noon.

2254. But my question is whether, with the limitations that you attach to workmen's trains, it is reasonable for you to charge them practically the same fare as your season tickets?—We look upon it that the workmen's fare we charge is a fair and reasonable amount to charge.

2255. That is not a direct answer to my question. I ask you, do you think it reasonable to charge the workmen, with the limitations you impose, as much as your season tickets?—It is hardly fair to suppose that the workmen would want to return at any time in the day.

2256. You put strict limitations upon them and yet give them no cheaper fare than the season ticket. Is that a reasonable thing?—I did not know it was quite so close as that.

2257. I will give you another case—Crouch Hill, Hornsey Road, and Upper Holloway to St. Pancras, what is the workmen's fare?—3*d.*

2258. Do you know what your first class season ticket average fare is?—Considerably more than that, I think.

2259. I have it that it is 3·31*d.*, 3 1-3*d.* for the first class season ticket; yet you charge these workmen as much as your first class season ticket holders; is that reasonable?—It certainly does not appear reasonable on the face of it.

2260. I want to ask you now a question or two about this. I have been talking about Hendon here and your main line. Now take this East End traffic of yours. There, again, I think, you have only two trains?—No, we have three trains running on the Forest Gate and Tottenham Line throughout, and we have a fourth train from South Tottenham to St. Pancras.

2261. At what time do those trains arrive? The last I have is 6.55?—7.8—it is practically the same—into Moorgate Street.

2262. I see they have to change into that one?—Yes, they have to change at Kentish Town.

2263. So that on that suburban line of yours round the North-West and East of London, you give no trains arriving after 7 o'clock?—That is so.

Mr. *Lough*—continued.

2264. Do not you think that the points I have mentioned of the high fare and the unsuitable hour, may go far to show the reason why your trains are not crowded; that workmen cannot live on your line. It is not reasonable to say that?—My only reply to that is, that we have never considered that there was any body of workmen to travel later than that.

2265. But you have had applications, have you not?—We have had three applications, certainly.

2266. Would it be any loss to the Company, do you think, if these trains of yours are half empty, as you say—the accommodation not filled up—to issue workmen's tickets by your ordinary trains until there was a full demand for a workmen's train?—That is, up to 8 o'clock?

2267. Up to 8 o'clock?—We should naturally issue no ordinary tickets if we did.

2268. Why so? What would be the difference between the two? You think it might be material?—I think it probably would be.

2269. I was going to ask you a few questions, but perhaps you could hardly tell me; do you know anything about the cost of these workmen's trains to your Company?—I am afraid I cannot give you the cost. I think it would probably work out about 2s. 6d. a mile. I really cannot say, to be an authority at the present time.

2270. I should just like to put a question or two to you about the fares, from another standpoint. Do you think your fares are such that a workman with about 24*s.* a week, say, could pay?—Some of them I do not think they could.

2271. They would want a lower scale of fare, if they have only that wage?—Yes.

2272. Have you seen the fares which have been suggested by the London County Council to us?—No, I have not.

2273. Up to 10 miles, return 2*d.*?—I have not seen that.

2274. Up to 15 miles 3*d.*, and up to 20 miles 4*d.*; you have not considered them?—I have never seen that suggestion.

2275. So that you cannot tell us how it might suit your line to adopt it?—I cannot.

2276. Do you know anything of the working population around your stations? I suppose you have not got those figures?—I have not the figures, but I know they are increasing considerably in some parts.

2277. For instance, these two stations of Hornsey Road and Crouch Hill?—There is no room for any further increase there, because the land is all practically filled up.

2278. It is covered with workmen's houses, yet you do not give any cheap trains to them, do you?—I do not think there is any pressing demand at all round Crouch Hill, because that is one of the places we get the fewest people from.

2279. You do not give them any trains?—In the trains we have, I mean.

2280. May I sum up the position of the Midland Railway Company from your evidence in this way: That you have got many stations which are surrounded by crowded workmen's districts, and other stations which are in open country, but to both alike you refuse to give the same cheap fares that other Companies give?—We do not give the same cheap fares that other Railway Companies give them, I must admit

Mr. *Lough*—continued.

admit; but on some parts, and especially on the Main Line, it is a very open district.

2281. But others are very crowded. And whether it is a crowded district or there are no houses there, you give no facility?—We run what we consider a sufficient number of trains to meet the demand.

2282. I will say no more about that except just this one question. You consider that you run a sufficient number of trains, but you have defeated every application which has been made to you either by the London body or the St. Albans body, or the Hendon body?—I will not go so far as to say that. We have declined those three applications; but suggestions have been made by people who call at my office and otherwise, and whenever we get any application which leads us to think that any further increase should be given (as we have done) we put on a further train. It is only last year, as I have pointed out, that we put on a train from South Tottenham, and extended one to Wanstead Park.

Mr. *Gerald Loder.*

2283. Whatever the service of trains or the amount of the fares may be on the Midland Railway, it still is the fact, is it not, that under the Act of 1883 the Midland Company have never had any but these three applications made to them in respect of workmen's trains?—That is so.

2284. And of those three applications, one of them I understand was not pressed by the applicants?—That is so—from the London Reform Union.

2285. Would you kindly tell me, of the other two what time in the day the train from St. Albans which was applied for was to arrive at St. Pancras?—The train which was applied for from St. Albans was to arrive at St. Pancras at about a quarter to seven.

2286. Not after 8 o'clock?—No.

2287. And the 1892 application from the Hendon Urban District Council?—They wanted an additional train at about 7 o'clock in the morning from Hendon.

2288. And those two, at any rate, in the last six years, are the only two formal applications that you have received for additional workmen's trains?—That is so.

Mr. *Lough.*

2289. Do you know why that application was withdrawn by the London Reform Union?—I cannot tell you why the London Reform Union dropped it.

2290. Would you be surprised to hear that it was because they have not quite as much money as the Midland Railway Company has?—I did not know that.

Mr. *Gerald Loder.*

2291. At any rate there have been remarkably few applications?—Very few applications.

2292. And I suppose you so far understand the Act of 1883 as to be able to say that the best proof that the Midland Company have complied with it is that they have, since its institution, received an enormous sum in remission of passenger duty?—There is no doubt of that.

Mr. *Gerald Loder*—continued.

2293. That, of course, is a proof that they have complied with the terms of the Act?—We think so.

2294. Otherwise they would not have been entitled to the remission of duty. I want to ask you a question on rather an important point, about the displacement of the working classes. When was St. Pancras Station built, could you tell us?—About some 35 years ago.

2295. No Standing Order of this House existed then enforcing the replacement of a displaced artisan population?—I would not be perfectly certain of it, but I believe those buildings I refer to as the Polygon were erected in consequence of the building of St. Pancras Station.

2296. But voluntarily?—I cannot say whether it was voluntarily or compulsorily.

2297. But at any rate, with regard to the Somers Town Coal Depôt, in that case the population which was displaced was provided for in accordance with the Standing Order of this House?—That is so.

2298. With regard to the question of these workmen's trains paying, the honourable Member who examined you last asked you what the cost per mile of running these trains was; you were not able to tell him exactly. I am not going to ask you that question, but I will ask you this: The cost of running a workmen's train would be just the same as running any other train, would it not?—Yes.

2299. No less?—No less.

2300. Therefore the cost per mile of running a train on the Midland Railway is a fact which can be easily ascertained?—Very easily ascertained. The cost of workmen's trains is just the same as the cost of any other trains between the same points.

2301. Do you issue tickets beforehand to workmen?—No, we do not. The number is so few that we find we have no difficulty in booking them at the time.

2302. If there is any substantial complaint against the rates being too high there is a remedy under the Act, is there not?—There is.

2303. But that remedy has never been taken advantage of?—Not so far as we are concerned.

2304. And I suppose your experience has taught you this much in railway affairs, that it is much cheaper to carry a large number of passengers than a small number?—Very much cheaper.

2305. Therefore, if these trains were full, it would pay the company better, if it does pay them at all?—Undoubtedly it would.

2306. And therefore the comparison which the honourable Member instituted between yourselves and the Great Eastern Company and the London, Tilbury, and Southend is altogether a fallacious one?—I must say that they are scarcely on all-fours.

2307. I mean to say that it follows, everybody who knows anything about railway management knows, that if you have to carry a few people it costs the company more than if you carry them in thousands?—That is so; the receipts are higher

Mr. *Gerald Loder*—continued.

higher in one case than they would be by carrying a lower number.

2308. Have you any reason to suppose that your company would refuse to lower the rates if the number of passengers were to be materially increased?—I have no reason to doubt that they would give every consideration if we got our trains full.

2309. Can you answer this: What would be the effect on the ordinary traffic of extending the time of workmen's trains from 8 o'clock say, to 8.30 or 9?—To put on any more trains for workmen, I am afraid, so far as the widened lines of the Metropolitan Railway are concerned, would be almost an impossibility. I should say that it would be an impossibility.

2310. The line is so crowded?—So absolutely crowded.

2311. Between 8 and 9 o'clock in the morning?—I can show you the state of the Metropolitan line if you care to see it. (*Producing a Table.*)

2312. What I want to get down in the evidence from you is this: That between 8 and 9 o'clock in the morning the ordinary traffic practically fills the line?—Quite so, and before 8 o'clock.

2313. So that there would be great difficulty, without incurring a very large capital expenditure, in running any more trains between those hours?—That is so.

2314. And you do not think it would be necessary, because the existing workmen's trains are not altogether full as it is?—That is so.

2315. You do not run any workmen's trains outwards from London?—No.

2316. But the holder of a workman's ticket is allowed to avail himself of any train after 12 o'clock noon?—Yes.

2317. That is the only resthiction?—Yes, up to 12 o'clock we bar them; after 12 it is all over.

2318. The return ticket which the workman holds coming into London in the morning he can use by any train after 12 o'clock?—Yes, by any train after 12 midday.

2319. Do you issue workmen's tickets by the outward ordinary trains?—We do not issue any tickets from the City or St. Pancras outwards.

Captain *Norton.*

2320. Are you aware that the land between St. Pancras and St. Albans, a distance of 20 miles, is for the most part open and unbuilt upon?—It is so.

2321. If your company were prepared to open up that district do you think the land would become rapidly occupied, or not?—As regards workmen, I do not think it would myself, to any great extent; but as regards ordinary dwellings, we are running an excellent service of trains for ordinary passengers. But I think your question refers more perhaps to workmen than ordinary passengers.

2322. Well, in the development of any neighbourhood round London now, the bulk of the traffic would be to a great extent workmen of some class or other, I think?—I may say that we have considerably increased our service down to St. Albans in the last few years, and shall probably continue to do so, for we are now widening the line for miles this side of Hendon, and that will enable us to run more trains as between St. Pancras and Hendon probably.

Captain *Norton*—continued.

2323. You spoke of running six workmen's trains. I am given to understand you only run five workmen's trains?—We run two workmen's trains from Hendon, two workmen's trains from Woodgrange Park or from Wanstead Park, and a duplicate train from South Tottenham.

2324. That is so?—One of the five trains is duplicated every morning. To prevent any overcrowding we duplicate one of the trains every morning, and have done so since November last.

2325. That is not quite the same thing?—It is really, because it runs in advance of one of the trains, and clears the stations out, so that the second train is not overcrowded.

2326. Are the public generally, or the workmen of the district, aware of the fact that that train is duplicated?—They must be, from the fact that we get a very fair number of passengers in it—practically an equal number to the other trains.

2327. Is it advertised on your time table?—No, we do not advertise it on the time table.

2328. You said that one of the three applications which you had received was not pressed?—Yes.

2329. And therefore that was one of the reasons why you considered that you were acting up to your responsibilities under the 1883 Act?—That is so, yes.

2330. Are you aware that it is a most expensive thing to go before the Railway and Canal Commissioners, and that it would be impossible for any but a probably wealthy body to press an application any further?—Yes, I have no doubt it would be most expensive.

2331. In fact, that the working public, if I may put it in that way, are absolutely in the hands of the railway companies?—But I may pressing applications, other than the thrd application for an additional train from Hendon, and one from Woodgrange Park, we have had no pressing applications, other than the third application referred to from Hendon, for an additional train from that direction; and this has been the only application for an additional train in the Woodgrange Park direction; and as that was not pressed we let the matter drop.

2332. But you will admit that, as a matter of fact, no matter what application is made to you, you can snap your fingers at it, inasmuch as you know that no pressure can be brought to bear upon you unless some person or somebody possessed of considerable wealth and prepared to spend that wealth choose to press you?—I do not think it should be taken quite in that way, because if an application is made to us pressure need not exist in any shape or form, we give it every possible consideration in our own interest, and if there is any reason to give a train at all it is given; it is not by any means declined necessarily, because it might be to our interest to comply with the application.

2333. But

Captain *Norton*—continued.

2333. But unless it is to your interest you are in a position to snap your fingers at it?—Of course it is an expensive thing for them to go to the Railway Commissioners.

2334. It is a fact that a workman has to pay as much, or more, than the third class season ticket holder?—Yes.

2335. Although the presumption is, viewing the fact that this Act was passed, that he is not in a position to do so?—At the same time we look upon it that we have complied with the reasonable requirements of the Act by charging the fares we do.

2336. But you admitted previously, I think, in your evidence that your fares were higher than anybody else's?—Yes; but I went on to say that in some of those cases probably they have special Acts dealing with the fares. In our case we are governed by the Act of 1883, and we think we comply with it.

2337. You maintain that, irrespective of any special obligation placed upon other lines, you have acted as favourably towards the working man as any other company in the matter of fares?—We have not acted as favourably to them, because they charge lower fares.

2338. Are you aware that although the Act was passed in 1883 you ran no workmen's trains until 1885?—That is so.

2339. Yet you drew over 58,000*l.* a year during those two years?—I cannot say anything about that.

2340. You may accept that as being the case?—You must bear in mind that that covers the whole of our line. I believe the Act of 1883 covers the reduction of the third class fares—the running of trains at third class fares at low rates all over the Midland system; and I think we did comply with that so far as that is concerned.

2341. And all the other railway companies did that and the rest in addition?—Certainly.

2342. As regards the 5.35 train from Woodgrange Park to St. Pancras, that train is usually filled in excess of the third class seating accommodation, is it not?— I do not think so; it is a little in excess of the other workmen's trains, but not by any means crowded.

2343. Did the London County Council press you over and over again, both as regards trains and fares to your suburban stations?—I am not aware that they have done so. We have got no such reference at all, and I have seen our authorities about it, and they have received no application at all from the London County Council—certainly not over and over again.

2344. Oh?—I am not aware that they have, certainly.

2345. You spoke of Radlett and Elstree. Are you aware that houses are being built there, and that application has been made for increased workmen's trains?—Not workmen's trains, I think not from either end; so far as I know there has not been a single application from either place.

2346. Can you account in any way for the fact that four or five of the other railway companies me have spoken of in London carry this immense number of passengers over their Metropolitan systems and that you do not. To what do you attribute that?—Many of them, I should say, have better accommodation for dealing with them than we have. We have only one line into St. Pancras Station, to begin with; and then we are dependent for getting to the City upon running over the Metropolitan Line, and that at the present time is so absolutely crowded with trains that I do not think another could be got over it.

2347. It is true, is it not, that in 1897, although you were then only running two workmen's trains, you managed to put on three additional trains, which immediately quadrupled your traffic?—It certainly increased the traffic. We put on three in 1898.

2348. Which quadrupled it and more than quadrupled it?—Perhaps it did.

2349. Which shows what can be done in a case of "Where there's a will there's a way." Would there be any difficulty in making the two trains that run from St. Albans to St. Pancras at 5 and 7 a.m. respectively ordinary workmen's trains, converting them into workmen's trains; that is to say, issuing tickets to workmen at workmen's trains prices?—I do not think there would be any serious difficulty in it.

2350. Because that would largely meet one of the difficulties complained of. Would there be any difficulty in doing the same thing with reference to the Hendon to Moorgate Street train at 7.9?—No, I do not think there would be any great difficulty in doing the same thing, except, as I have explained, that it would simply mean that we should lose the whole of our ordinary traffic by it, if it were converted into a workmen's train.

2351. But how?—Simply that all the passengers travelling by it would be workmen.

2352. Then there must be a demand for a workmen's train?—No, I do not think so. These people who go by that train, of course, take ordinary tickets at the present time. Naturally if it was a workmen's train they would take advantage of it and pay workmen's fares.

2353. Then they are practically working people?—I do not say that. I do not know what class of men they are. I do not think so, and I do not think there is any demand for a workmen's train.

2354. Have you any knowledge of what class of people would travel by a train from St. Albans at 5 a.m.?—No, I cannot say where they are employed.

2355. Exclusive of, say, market men and postal officials, do you think there are any people who are employed in the City, in London generally, who would come by a train at 5 a.m.?—I do not think there would be any great number from St. Albans.

2356. You do not understand me. What I am trying to point out (and I think you will admit it is the case) is, that no man, unless he happened to be engaged in the central markets would get up at St. Albans at 4 o'clock in the morning and take the 5 o'clock train?—No, I do not think he would.

2357. Therefore all those who travel by that, except a few market men, would be distinctly working-men or men entitled to workmen's tickets; therefore if you converted that 5 a.m. train into a workmen's train you would only be doing

Captain *Norton*—continued.

doing what the Act calls upon you to do. You are now keeping up the fares to the ordinary tickets, whereas really it is the working-men who are paying these third class or ordinary fares instead of paying the workmen's fares?—Yes.

2358. And the same, I think, would apply to the 7 o'clock train from St. Albans, the 7.9 from Hendon, the 6.30 from East Ham, and even to the 7.28 from South Tottenham?—Yes.

Sir *Thomas Wrightson.*

2359. You have stated to the Chairman that the average cost of your ticket is 3½*d.*?—3½*d.* from the Tottenham and Hampstead stations.

2360. But is not that the average of all your workmen's tickets?—I should say probably it would be about the average.

2361. The number of tickets you give in your proof of evidence issued in 1903 as 382,500?—I have corrected that to 378,640. There is very little difference.

2362. It will make very little difference to my argument. What was the amount of passenger duty remitted to you in 1900?—I am afraid I cannot answer that question.

2363. It is rather an important point, because you see you had that remission of duty for certain services rendered?—Of course, that affects the whole of the Midland Railway, and we have other large centres as well as London to contend with.

2364. Is this figure that you gave me of 382,500 tickets over the whole system?—This is on the London workmen's trains.

2365. What is the corresponding amount in the provinces?—I have not any record of the provinces.

2366. But can you not tell me approximately what the proportion between the provincial return and the London return is?—No, I cannot. I may say that we asked if any evidence was required about the provinces, and were told distinctly no; so that I am not prepared to answer that. The letter reads in this way: "In answer to your letter" (this is to our general manager) "of the 4th instant, the Chairman of the Committee directs me to say that they will be glad to hear evidence as to what steps your company have taken towards providing workmen's trains for London—that is, it will be unnecessary to deal with country services."

2367. But you see the point I wish to examine you about has a very strong bearing upon that, if you could give us the number of tickets issued both in the provinces and in London?—I am unable to do so. We did not look upon it that any evidence would be required as regards anywhere outside London. If the Committee wish it, we can very easily get out any information you may desire.

Sir *Thomas Wrightson*—continued.

2368. What centres have you; what are your centres where you work your workmen's trains?—I am not well versed in the provinces myself. I should have to make any inquiry that you desire to be made.

2369. I had better tell you, perhaps, the argument I want to raise upon this. Assuming that the 380,000 tickets issued were over your whole system——?—No, this is London only.

2370. But I wish to point out how important this question is. You have an amount of 91,000*l.*, according to the London County Council report, which was remitted to you in passenger tax in 1900. Now, if you divide that by the number of tickets issued, which you have given me as 382,500, that would give a certain rate of 6*d.* per ticket. What I want to know is, what is the amount per ticket which is represented by the remission of the passenger tax?—I should say that we have been guided entirely, in giving evidence, by the letter received from Mr. Childers.

Chairman.

2371. I think we can easily arrive at this fact. I suppose you know the system of working your trains?—Any information that you desire——

2372. Do you know the system of working your Midland line?—I know the system generally.

2373. Then I think it is very easy to arrive at the fact required. On the system of the Midland Railway, what centres are there from which workmen's trains are run?—I cannot tell you what workmen's trains are run on the Midland Railway, but we look upon it that we do comply with that Act of 1883.

2374. I am simply asking you a plain question. Do you know in your working system what centres you have that workmen's trains are run from?—I cannot say that. I can only speak to such workmen's trains as we run in London.

2375. Any workmen's trains?—No, I cannot tell you where other workmen's trains such as we run in London are.

2376. Then you know nothing outside London?—No, not as regards workmen's trains.

2377-8. It is not as regards workmen's trains. Do you know anything as regards any of your working centres?—I do not know anything of the working-men's trains outside London.

Chairman.] We shall have to call somebody else from the Midland Railway Company next time.

Mr. JOHN FULTON, called in; and Examined.

Chairman.

2379. You are, I believe, a member of the Govan Trades Council and the Govan Labour Representation Committee?—Yes.

2380. And you have a complaint to make against the want of cleanliness of the workmen's trains in Glasgow?—Yes.

Chairman—continued.

2381. What is that complaint?—Having travelled regularly for 12 years in the workmen's service in Glasgow, the report of the proceedings of this Committee here has caused a great stir in Glasgow. You had a witness before you who termed them Noah's Ark carriages, and spoke

Chairman—continued.

spoke of the unpainted and unwashed rubbish that ran on wheels. On account of that report the Dean of Record of Glasgow has interviewed a medical man, and in that abstract which I have handed in, under quotation marks, there is the medical man's statement in which he says "It is impossible to insist too strongly on the insanitary condition of the carriages—they are filthy."

2382. Can you give us your own experience?—That is my experience; they are actually filthy.

2383. In what way?—There is a certain amount of railway carriages at present that look to be reserved for foremen, being ancient first class carriages; but all intelligent workmen slide past them, because the stink of them—that is plain language—from mildew and dampness is something horrid. Again, as to the construction of the different carriages, what they are supposed to cary can be told by the marks of the men, five on each side, the backs of their head on the plain woodwork, I would be safe in saying, unwashed and unpainted for the last ten years. In all these years I have just seen one car, No. 202, which I could say was fully cleansed; it was painted outside and inside, and that is since this Committee began to take action.

2384. What company is that?—Take the Caledonian Railway Company.

2385. What company are you now speaking of?—I am speaking of three companies—the Glasgow and South-Western, the Caledonian, and the North British.

2386. You also speak of the carriage fittings, about the windows?—With regard to the carriage fittings, they put us in carriages that have no carriage windows. Then, again, those that have windows have no regulating straps; some windows have got fittings. and they will neither go up nor down, and these windows lead to some fearful scenes in the mornings; the man sitting next the window facing the engine wants the windows up to protect him from the draught, and those overcrowded inside want it down, and the language is not of the choicest description. It is a miserable journey in these workmen's trains.

2387. And does that apply to the three companies you have named?—Yes, that is in the early workmen's trains, and those leaving the large works at night. They have other services that we can speak of.

2388. What about the construction of the carriages; I see you wish to state something about that?—They are very low in the roof, and the seats are very close together. When men sit in them there are two knee to knee, so that when anyone comes in standing, as they sometimes are, again it is most miserable travelling in them. These carriage, you would think, had been built in the days of George Stephenson.

2389. And if they have cushions?—The cushioned seats—I think in the interests of health these cushions, neglected as they are, should be removed, because if you simply touch one it raises a whole cloud; they have never been beaten, I think, for years. And if we have cushioned seats they ought to be glazed, so that they could be washed.

2390. Then in winter time how are the carriages lighted?—It is largely an underground system, and they are lighted from a hole in the roof by a lamp. With the jolting of these old carriages, their springs being very bad and old-fashioned, the lamp just drops out before the train is well on its journey, and by the time it has reached Stoberoso from the Glasgow Central the lamp is out, and usually on the rest of the journey they are in complete darkness. In filling the train with 600 or 700 workmen, with sometimes 14 and 15 in a carriage, you can imagine what would happen if an accident were to take place underground.

2391. Have you much overcrowding?—Yes, especially by the early morning trains. The later trains are pretty fair, and except for the uncleanliness you cannot make much complaint about them. But the Ballock trains in the morning, and those running to Singers by the North British, are very overcrowded.

2392. You have something to say about the weekly fare system?—We think this weekly fare system acts very unjustly on men that are idle. An idle man is forced to walk from Govan, crossing the Clyde by the ferry boat, and walk to Dumbarton to Clyde Bank and Kilbowie, in search of work, because the company demands, before he can travel, the whole shillingsworth of tickets—that is a whole week's tickets—or 1s. 6d. a week.

2393. Is that only on the one line?—That system is on all the lines. There is no single fare system on Scotch lines; it is all the weekly fare system. Take casual workers again; these men are only employed half a day perhaps, when they are discharged from some of the yards, such as John Brown's. It acts very unjustly on them, because they purchase the week's tickets and then they are discharged, and use but four or five of them.

2394. What amendment to the existing law would you suggest to meet these points that you have raised?—I would suggest that between the hours of 5 and 8 in the morning, or between 5 and 7 in the morning say, all men going into the station should be at liberty to purchase an ordinary fare ticket to his destination, and the same between 5 and 7 o'clock at night.

2395. A workman's fare?—A workman's fare.

2396. And would you do this by legislation, or how would you compel the company?—I see that a short Bill has been drawn up, I think in connection with the London County Council; I read it some time ago; and they propose that it should be done by legislation.

2397. And what area would you put in round Glasgow that they should carry these workmen, and at what fares?—I would include the different railway companies, and take Scotland as a whole. I would take the three great companies.

2398. But in what area round Glasgow or the big towns would you compel the railway companies, as you suggest, to run trains at workmen's fares?—I would say from Glasgow to the west, to the east, to the north, and to the south.

2399. But for how many miles from Glasgow?—I would say 20 miles. As a matter of fact, the workmen's trains run just now about 19 miles.

2400. Where

Chairman—continued.

2400. Where from?—From Rutherglen to Dumbarton and Balloch.

2401. And what rate per mile would you suggest the workmen for a return ticket should pay?—I would suggest all over the system 2*d.* per day—a penny night and morning.

2402. For 20 miles there, and 20 miles back?—They charge just now 4*d.* for that, but there are many workmen cannot pay 4*d.* a day in railway fares.

2403. It is rather a long distance, is it not, for a Railway Company to take anybody at a return fare of 2*d.* for 20 miles?—Yes, it is admitted it is a good distance; but then they may reap the benefit again in taking a large number for a short distance.

2404. You would have a flat fare for the whole zone?—Yes; there are a very great number of workmen in Glasgow you know.

Mr. *Lough.*

2405. You give a very gloomy account of your Scotch Railway system?—Yes.

2406. I would like to understand about it, because we have had no such witness. The witnesses that we have had from England have not suggested that different carriages are run for the workmen from their ordinary carriages. Supposing I went to Scotland, would I have to go in one of these carriages?—No, certainly not. These carriages are only kept specially for workmen. They lie in sidings all day. They cannot put them on for ordinary traffic.

2407. So that your evidence is, that these Scotch Lines which you have mentioned keep these special trains lying in sidings, and put them on in this disreputable condition for the workmen?—Quite so.

2408. Have the Board of Trade Inspectors ever been called in; has their attention ever been called to this condition of the carriages?—I do not know if anybody has called the attention of the Board of Trade Inspector to that. I could not say.

2409. One would hardly think they were safe, from the description you give of them?—Neither are they. Two years ago I rode in one and the door dropped off it.

2410. Can you suggest any reason why the Companies give this miserable accommodation to working-men?—Yes, I could suggest this: That the convenience and comfort of workingmen is not considered by the Railway Companies. As a matter of fact, the principal thing they look after is dividend.

2411. They are not altogether to blame for that, you know?—But I would think that the convenience and comfort of the public should come before profit.

2412. Without going into that question, do not you think that when a carriage has fourteen or sixteen workmen packed in it in one compartment, even at the low fares it may pay the Railway Company as well as a good carriage with only three or four at the higher fare?—Sometimes I think it pays them better; but still the very fact that they crush 14 and 15 into one compartment gives them more of an increase.

2413. I know that. But I am on this point.

Mr. *Lough.*—continued.

Is it not probable that they collect as much money per running mile from the workmen at the low fares by these infamous trains, as they do from all who go by their good trains?—I am sure they do.

2414. Probably they pay very well?—I am sure they do; but if they abolished this old rolling stock, and put new in, put in ordinary carriages, it would require considerable expense, and they evade that likely.

2415. It might or might not. A good service is often economical. The great Lines down here—the Great-Eastern Railway for example, so far as our evidence goes, do not make the slightest difference between the carriages for the workmen at six o'clock in the morning, and those for the other passengers at 12 o'clock in the day?—That is what we would like to get established in Scotland.

2416. That is what you would like?—Yes.

2417. Have you any other complaint to make? There are various points in your proof that you did not touch. I do not want you to touch them, unless you desire to. For instance, the fares: Are your fares reasonable, on the whole, round Glasgow?—No, they are not altogether reasonable; because running from Rutherglen to Kilbowie Road, that is Singer's works, a distance of, say 10 miles, the Caledonian Railway Company charges 2*d.* per day. Again, running from Partick and Whiteinch to Dalmuir and Bowling, a distance of, say, 67 miles, they charge 1*s.* 6*d.* per week; that is at the rate of 3*d.* per day.

2418. So that they charge more for this shorter distance?—They charge more for this shorter distance than they do for the long journey.

2419. What is the reason for that?—I could not tell you.

2420. Is there competition on the long distance and not on the short distance?—There is competition up to Kilbowie Road, but not beyond. I never noticed that point before.

2421. Then there is irregularity of the fares?—There is.

2422. Some are cheap enough or nearly cheap enough, but others are dear?—Yes.

2423. And you would like to see them equalised?—Yes. On the ten miles journey it is 2*d.* a day; again, on the nine miles journey it is 4*d.* a day. That is from Whiteinch to Dumbarton.

2424. Do all the Railway Companies round Glasgow, so far as you know, give a fair service of workmen's trains, or is one Company better than the other?—They all give a very fair service of workmen's trains, such as I have described.

2425. Are the hours satisfactory; do they run them late enough?—The hours are very convenient, with one exception, that is, to suit the Clyde Trust workers at Bowling and Dumbarton These men start work at 6 o'clock in the morning, but there is no train to enable them to reach their work by that time.

2426. There is not a train early enough?—No, not early enough.

2427. But you have no complaint on the ground of lateness, for instance?—No.

2428. Do they run up to 8.30 or 9 o'clock—

Mr. *Lough*—continued.

what time do they cease?—There is what you call the sleepy train; that is for men who have slept in; that is at 9 o'clock.

2429. Why do you call it the sleepy train?—Because men have neglected to hear the alarum or something, and have slept in; and they run one at 9 o'clock.

2430. So that they run a workmen's train up to 9 o'clock generally?—No, between the back of 7 and 9 o'clock there is no workmen's train. There are ordinary passenger trains. But when 9 o'clock comes they run this train, when the men have missed their alarum.

2431. But, generally speaking, the hours are satisfactory?—Generally speaking, yes.

2432. Is there much complaint on behalf of women about these trains? Is there a large service of women to be carried round Glasgow?—There is a good service of women down to Singer's, but they must travel in these carriages I have described, and it is not very nice to place women in these carriages.

Captain *Norton.*

2433. The main complaint that you have to make against these railway companies is that they, if I may use the expression, sweat the workmen by forcing them to travel in the worn-out rolling stock that they could not, or dare not, put on for an ordinary third class passenger?—That is true.

2434. Am I right in saying that they never use these disreputable carriages that you have referred to for any other but the workmen's trains?—Yes, strictly speaking, they never use these carriages for any other purpose but for workmen; but on one line I have noticed the exception, the Glasgow and South-Western Railway; they use them for Sunday-school trips. I have seen one in workmen's carriages, but that is all.

2435. Have complaints been made to the Caledonian Railway Company with reference to this matter?—No, all the complaints I know that have been made have been on time running, and the company have treated the complaints so shabbily that men have formed the opinion that it is absolutely useless to appeal to the Caledonian or other companies.

2436. Are you not aware, then, in Scotland that if the state of these carriages were brought to the knowledge of the Board of Trade they would be able to put sufficient pressure upon the companies to make them give you what I would call decent carriages?—No, speaking for myself, I have no knowledge of that fact.

Mr. *Lough.*

2437. You have not got the Board of Trade in Scotland?—Yes, we have it there too, but we have never written to it, or, in fact, we did not know, at least I did not know, we had the power to write them up to inspect these carriages.

Captain *Norton.*

2438. I think that is so. Another point which I think you urged, which was a point of importance, was that there was no such thing as a single fare for workmen's trains—that is to say, that a man was obliged to take a weekly ticket, and that the working-men public are thereby very greatly inconvenienced?—That is true again. But taking workmen riding from Yoker to Clydebank, that is a distance, say, of a mile, the fare there is only 1½*d.*, so that the workman pays the ordinary fare there. That is the only case I know.

2439. The only single fare you know of in the vicinity of Glasgow?—That is the short stations like that.

2440. But for the longer distances they are obliged to take a week's tickets?—A week's tickets in all cases.

2441. Then there is one other point. You are strongly in favour of what is known as the flat or zone system—that is, that there should be a certain fare for six miles out, a certain fare for 12 miles out, and a certain fare for 20 miles out. You think that some arrangement of that sort would be largely beneficial to the travelling public and the working-man?—Yes, I would take it that for 12 miles the fare should be 2*d.* per day.

Sir *Thomas Wrightson.*

2442. I was not in the room at the time you were speaking about the condition of these carriages. I suppose you do not expect a carriage equal to a first or second class carriage for a workman?—No.

2443. Then what is the fault that you have to find?—All we ask is for the ordinary third class compartment.

2444. I rather gathered from what was said that the carriages were not kept in a condition of cleanliness?—That is so; they are in a most filthy condition.

Mr. *Lough.*

2445. I want just to read to you the recommendation of the London County Council about fares, and ask you if you think it would suit your district: "That the fares for workmen's tickets shall not exceed 2*d.* return for 10 miles; 3*d.* for 10 to 15 miles; and 4*d.* return for 15 to 20 miles." Would that be satisfactory to you?—No; I would like it for any distance not exceeding 12 miles the return fare shall not exceed 2*d.*; over 12 miles and not exceeding 16 miles the return fare shall not exceed 3*d.*; and, again, over 16 miles and not exceeding 20 miles the return fare shall not exceed 4*d.*

2446. One other question, and this is all I ask you, do you tell the Committee emphatically that so far as your knowledge goes, there is not any line round Glasgow that will sell one workman's ticket at the workmen's fare?—Travelling over a long journey of six to seven miles there is no company in Scotland that I know of which sells workmen's tickets singly.

2447. And you are strongly of opinion that the law ought to be altered?—I think the law ought to be altered, and so do all our men.

APPENDIX.

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APPENDIX.

APPENDIX No. 1.

PAPER handed in by Mr. *Edgar Harper*, 27 June 1904.

LONDON COUNTY COUNCIL.

WORKMEN'S TRAINS.

SELECT COMMITTEE on the WORKING and ADMINISTRATION of the CHEAP TRAINS ACT, 1883.

TABLES to accompany the Statement of Evidence of the Statistical Officer of the Council.

A.—Number and Mileage of Workmen's and "Cheap" Trains run.

B.—(1) Time-table of Workmen's Trains inwards (time of arrival at terminus).

(2) Time-table of Workmen's Trains outwards (time of starting fr om terminus).

C.—Time of First and Last Workman's Train inwards and outwards.

(1) First Train.

(2) Last Train.

D.—Number of Stations within 20 miles of termini, served and not served by Workmen's and "Cheap" trains.

E.—Workmen's Fares to each terminus.

F.—Conditions as to the return journey.

G.—Cheap Fares to each terminus.

H.—Workmen's Fares in Continental Countries—

(1) Belgium.

(2) France.

(3) Germany.

I.—Estimated Amount of Passenger Duty remitted since 1883.

APPENDIX No. 1.—*continued.*

TABLE A.

NUMBER and MILEAGE of WORKMEN'S and "CHEAP" TRAINS run daily in the London district (May 1904).

Railway.	Total number of trains run daily.					Number of miles run daily by trains.					Percentage of total mileage run by each company.
	Inwards (to termini).	Outwards (from termini).	Trains whose route is both inwards and outwards.	Local.	Total.	Inwards (to termini).	Outwards (from termini).	Trains whose route is both inwards and outwards.	Local.	Total.	
				1.—WORKMEN'S TRAINS.							
Inward and outward service :—											
South-Eastern and Chatham	53	44	18	18	133	455·74	412·72	130·96	87·86	1,087·28	16·8
London and South-Western	42	23	—	21	86	459·25	312·54	—	112·90	884·69	13·6
Metropolitan	21	22	33	4	80	143·51	172·29	334·26	16·80	666·86	10·3
Metropolitan District	11	6	29	49	95	79·04	51·34	345·81	186·78	662·97	10·2
London, Brighton and South Coast.	33	17	15	5	70	281·99	153·04	155·27	28·39	618·69	9·5
City and South London	—	—	71	—	71	—	—	432·92	—	432·92	6·7
Central London	30	21	—	—	51	172·50	120·75	—	—	293·25	4·5
Great Western	20	10	—	3	33	190·87	88·06	—	12·42	291·35	4·5
North London	25	14	—	1	40	145·57	92·84	—	3·64	242·05	3·7
London and North-Western	10	3	—	4	17	128·79	44·94	—	19·40	193·13	3·0
Great Northern and City	19	18	—	—	37	65·36	61·92	—	—	127·28	2·0
Inward service only :—											
Great Eastern	64	(*a*) 2	—	46	112	418·69	(*a*) 8·92	—	139·79	567·40	8·7
London, Tilbury and Southend	12	—	11	—	23	84·21	—	144·23	—	228·44	3·5
Great Northern	14	—	—	—	14	136·60	—	—	—	136·60	2·1
Midland	5	—	—	—	5	57·25	—	—	—	57·25	·9
Totals	359	180	177	151	867	2,819·37	1,519·36	1,543·45	607·98	6,490·16	100·0
				2.—"CHEAP" TRAINS.							
Inward and outward service :—											
Great Eastern	58	47	1	11	117	401·26	408·61	9·45	68·68	888·00	—
Great Northern	12	23	—	(*b*) 13	48	103·02	157·94	—	(*b*)71·48	332·44	—
Metropolitan District	(*c*) 6	(*c*) 8	—	6	20	(*c*) 24·96	(*c*) 22·82	—	15·92	63·70	—
Totals	76	78	1	30	185	529·24	589·37	9·45	156·08	1,284·14	—

NOTE—Where a service is run jointly by two companies the trains are assigned to the company by whom they are run, as it is not easy to make a more satisfactory division. This affects the figures for the Metropolitan, the Metropolitan District and the Great Western, and to a smaller extent the London and South-Western, the London, Brighton and South Coast and the Great Eastern. In these cases the companies concerned may perhaps suggest a slightly different apportionment.

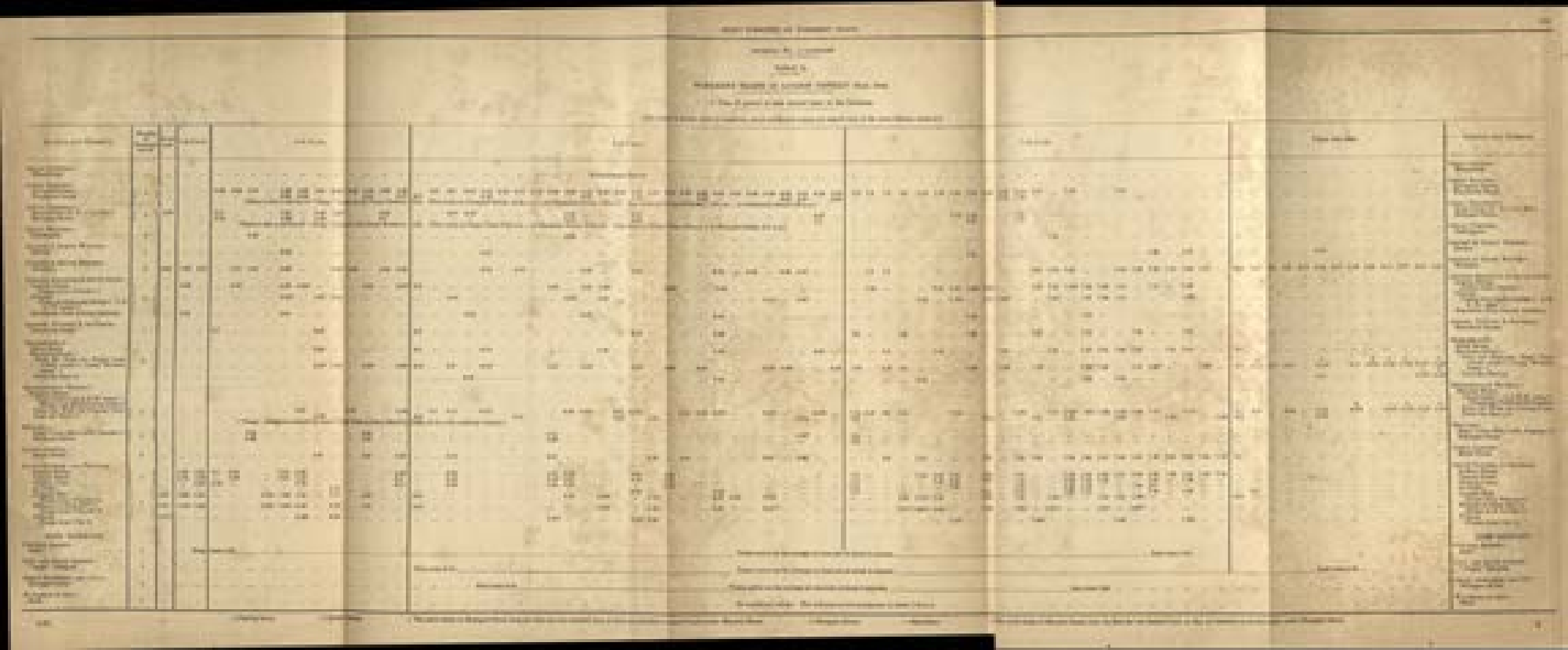
The trains running between the London, Tilbury and Southend and the Metropolitan and District lines *via* the Whitechapel and Bow line, which are formed of stock belonging to the two companies jointly, are divided equally between the two companies. These trains are not workmen's *to* stations on the Tilbury line.

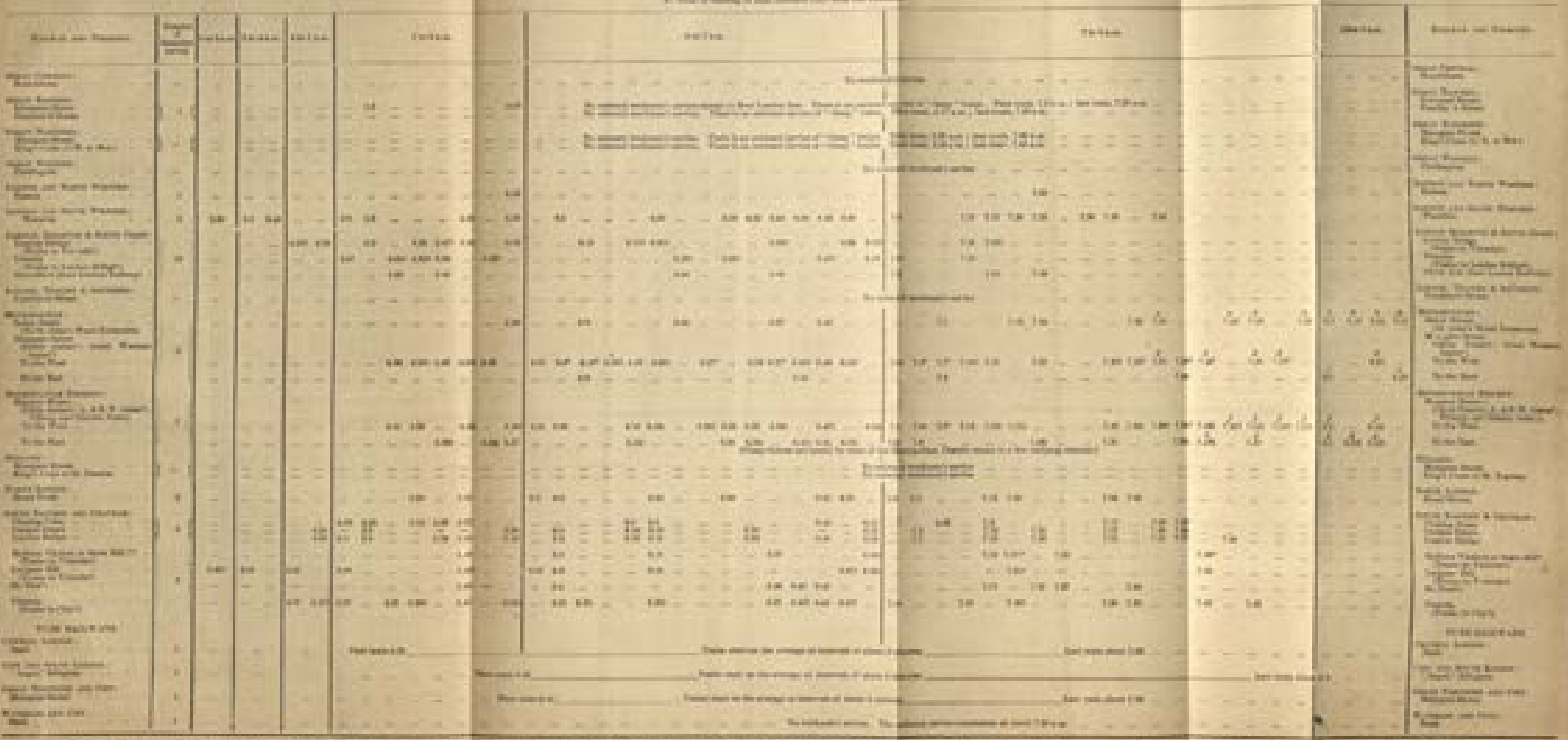
The "cheap" trains include some which are workmen's trains for part of their journey, and which are, for such part, included among the "workmen's" trains. The mileage of these portions is not included in that of the "cheap" trains.

(*a*) These trains are run over the East London line from Liverpool-street.

(*b*) Including 8 trains and 47 miles run by North London trains over the Great Northern line.

(*c*) Including 5 trains and 21·55 miles inwards, and 3 trains and 8·36 miles outwards run by the London, Tilbury and Southend nd Metropolitan District jointly over the District line.





APPENDIX No. 1.—*continued.*

TABLE C.

TIME of FIRST and LAST WORKMEN'S TRAIN inwards and outwards.

1. FIRST TRAIN.

Inward trains.		Outward trains.	
Railway and Terminus.	Time of arrival of first workmen's train.	Railway and Terminus.	Time of departure of first workmen's train.
	a.m.		a.m.
South-Eastern and Chatham—Victoria	3.17	London and South-Western—Waterloo	2.30
Great Northern—King's-cross	3.22	South-Eastern and Chatham :—	
London and South Western—Waterloo	3.25	Ludgate Hill	2.45
South Eastern and Chatham :—		Victoria	4.0
Ludgate Hill	3.38	Cannon Street	4.45
Holborn Viaduct	3.40	London Bridge	4.48
London Bridge	4.30	London, Brighton and South Coast :—	
Cannon Street	4.34	London Bridge	4.55
Charing Cross	4.50	South-Eastern and Chatham—Charing Cross	4.58
London Brighton and South Coast :—		London, Brighton and South Coast—Victoria	5.0
Shoreditch (East London Railway)	4.55		
London Bridge	4.59	Great Eastern—Liverpool Street (The only outward workmen's service is to the East London line).	5.5
London Tilbury and Southend (Fenchurch Street)	5.7		
Great Northern—Moorgate Street	5.10	Metropolitan District—Mansion House	5.15
Great Eastern—Liverpool Street	5.20	London, Brighton and South Coast—Shoreditch (East London Railway)	5.22
Midland—King's Cross	5.25	Metropolitan—Moorgate Street	5.23
Central London—Bank	5.25	Central London—Bank	5.25
Great Western—Paddington	5.26	North London—Broad Street	5.30
Great Eastern—Fenchurch Street	5.30	South-Eastern and Chatham :—	
London Brighton and South Coast—Victoria	5.31	Holborn Viaduct	5.40
London and North Western—Euston	5.33	St. Paul's	5.42
Midland—Moorgate Street	5.33	London and North Western—Euston	5.55
Metropolitan District—Mansion House	5.37	City and South London—"Angel," Islington	5.55
Metropolitan :—		Metropolitan—Baker Street	5.56
Baker Street	5.40	Great Northern and City—Moorgate Street	6.10
Moorgate Street	5.40	Great Eastern—Fenchurch Street	No outward workmen's service.
North London—Broad Street	5.41	Great Northern :—	
South Eastern and Chatham—St. Paul's	5.45	King's Cross	
City and South London—"Angel," Islington	6.10	Moorgate Street	
Great Northern and City—Moorgate Street	6.18	Great Western—Paddington	
Great Central—Marylebone	No workmen's service.	London, Tilbury and Southend :—	
Waterloo and City—Bank		Fenchurch Street	
		Midland :—	
		King's Cross or St. Pancras	
		Moorgate Street	
		Great Central—Marylebone	No workmen's service.
		Waterloo and City—Bank	

APPENDIX No. 1.—*continued.*

TABLE C.—*continued.*

TIME of FIRST and LAST WORKMEN'S TRAIN inwards and outwards.

2.—LAST TRAIN.

Inward trains.		Outward trains.	
Railway and terminus.	Time of arrival of last workmen's train.	Railway and terminus.	Time of departure of last workmen's train.
	a.m.		a.m.
City and South London—"Angel," Islington	8.28	City and South London—"Angel," Islington	8.2
London and South Western—Waterloo	8.21 *8.41*	South Eastern and Chatham— Victoria	7.52
		London-bridge	7.46
Metropolitan District—Mansion-house	8.2 *8.49a*	Ludgate-hill	7.43
North London—Broad-street	8.1	Metropolitan District—Mansion House	7.43
South-Eastern and Chatham—		South Eastern and Chatham—Holborn (or Snow-hill.)*	7.39*
Charing-cross	8.0		
St. Paul's	8.0	Metropolitan—Moorgate-street	7.39
Ludgate-hill	8.0		
London-bridge	7.59	North London—Broad-street	7.35
Central London—Bank	7.57	London and South Western—Waterloo	7.35
Metropolitan—Moorgate-street	7.56 *8.44*	South Eastern and Chatham— Cannon-street	7.34
		St. Paul's	7.34
London and North Western—Euston	7.55 *8.15*	Central London—Bank	7.33
London, Tilbury and Southend—Fenchurch-street.	7.55	Great Northern and City—Moorgate Street	7.33
		Metropolitan—Baker Street	7.32
Metropolitan—Baker-street	7.55 *8.1*	London, Brighton and South Coast—Shoreditch (East London Railway)	7.26
South Eastern and Chatham—			
Victoria	7.54	London and North-Western—Euston	7.25
Cannon-street	7.53		
		South Eastern and Chatham—Charing-cross	7.22
London, Brighton and South Coast—London-bridge.	7.53		
		London, Brighton and South Coast—	
		London Bridge	7.15
London, Brighton and South Coast—		Victoria	7.10
Victoria	7.52		
		Great Eastern—Liverpool Street	5.55
South-Eastern and Chatham—Holborn (or Snow-hill).*	7.49*	(The only outward workmen's service is to the East London Line).	
Great-Northern and City—Moorgate-street	7.46	Great Eastern—Fenchurch-street	No outward workmen's service.
Great-Eastern—Liverpool-street	7.45	Great Northern—	
		King's-cross	
London, Brighton and South Coast—		Moorgate-street	
Shoreditch (East London Railway)	7.35		
		Great Western—Paddington	
Great-Northern—Moorgate-street	7.33		
		London, Tilbury and Southend—	
Great-Western—Paddington	7.30	Fenchurch-street	
Great-Eastern—Fenchurch-street	7.26	Midland—	
		King's-cross or St. Pancras	
Great-Northern—King's-cross	7.25	Moorgate-street	
Midland—			
Moorgate-street	7.8	Great Central—Marylebone	No workmen's service.
King's-cross	7.0		
		Waterloo and City—Bank	
Great Central—Marylebone	No workmen's service.		
Waterloo and City—Bank			

a Charing-cross.

NOTE—By the trains printed in italics workmen's tickets are issued from the more outlying stations only.

APPENDIX No. 1.—*continued.*

TABLE D.

RAILWAY STATIONS IN THE LONDON DISTRICT SERVED AND NOT SERVED BY WORKMEN'S AND CHEAP TRAIN

NUMBER of stations within 20 miles of the London termini at or to which workmen's and cheap tickets are issued and number of stations at or to which such tickets are NOT issued.

RAILWAY.	No. of stations within 20 miles of terminus.	WORKMEN'S tickets.				"CHEAP" or "HALF FARE" tickets.			
		Inwards (to terminus).		Outwards (from terminus).		Inwards (to terminus).		Outwards (from terminus).	
		No. of stations at which tickets are issued.	No. of stations at which tickets are NOT issued.	No. of stations to which tickets are issued.	No. of stations to which tickets are NOT issued.	No. of stations at which tickets are issued.	No. of stations at which tickets are NOT issued.	No. of stations to which tickets are issued.	No. of stations to which tickets are NOT issued.
London, Tilbury and Southend	17	8	9	—	17	—	17	—	17
Great Eastern	93	39	54	—	93	48	45	48	45
North London	18	18	—	18	—	—	18	—	18
Great Northern	31	23	8	—	31	26	5	26	5
Midland	16	9	7	—	16	—	16	—	16
London and North-Western	24	14	10	14	10	—	24	—	24
Great Central	1	—	1	—	1	—	1	—	1
Metropolitan	30	26	4	26	4	—	30	—	30
Metropolitan District	35	34	1	35	—	12	23	—	35
Great Western	17	10	7	1	16	—	17	—	17
London and South-Western	55	47	8	35	20	(a) 7	48	(a) 7	48
London, Brighton and South Coast	58	43	15	43	15	—	58	—	58
South-Eastern and Chatham	108	78	30	73	35	—	108	—	108
	503	349	154	245	258	93	410	81	422
Whitechapel and Bow	4	4	—	4	—	—	4	—	4
London and India Docks	4	—	4	—	4	—	4	4	—
Tottenham and Hampstead	9	8	1	—	9	—	9	—	9
Tottenham and Forest Gate	5	5	—	—	5	—	5	—	5
West London	2	2	—	2	—	—	2	—	2
West London Extension	4	4	—	4	—	—	4	—	4
North and South Western Junction	3	—	3	—	3	—	3	—	3
Metropolitan and Metropolitan District Joint	5	5	—	5	—	5	—	5	—
Hammersmith and City	6	6	—	6	—	—	6	—	6
Tooting, Merton and Wimbledon	5	5	—	5	—	—	5	—	5
Epsom and Leatherhead	1	—	1	—	1	—	1	—	1
Croydon and Oxted	5	—	5	—	5	—	5	—	5
East London	6	6	—	6	—	—	6	—	6
	59	45	14	32	27	5	54	9	50
Central London	13	13	—	13	—	—	13	—	13
City and South London	13	13	—	13	—	—	13	—	13
Great Northern and City	5	4	1	4	1	—	5	—	5
Waterloo and City	2	—	2	—	2	—	2	—	2
	33	30	3	30	3	—	33	—	33
	595	424	171	307	288	98	497	90	505

(a) Between certain London and South-Western stations and Mansion House station over Metropolitan District line.

APPENDIX No. 1—*continued.*

TABLE F.

CONDITIONS AS TO RETURN JOURNEY.

SUMMARY of the railway companies' regulations as to the trains by which the return journey may be made with workmen's tickets.

Railway.	Regulations as to return journey.
City and South London Great Northern and City South Eastern and Chatham	Any train same day.
London, Tilbury and Southend	Any ordinary train same day.
London, Brighton and South Coast	Any train (except main line trains) same day. [Except on West London Extension line, where ticket is available for return journey by any third-class train after 12 noon.]
Great Northern	Any third-class train, other than those specially excepted, on the same day.
Central London	Any train after 7.30 a.m.
Great Western	Any train after 12 noon.
Metropolitan	Any train after 12 noon.
Metropolitan District	Any train same day after 12 noon.
North London	Any ordinary Chalk Farm, Poplar, or Bow local train same day after 12 noon.
London and South Western	Any ordinary train same day after 12 noon. (Workmen are allowed to return by earlier trains if unable to work through some cause beyond their own control.
Midland	Any ordinary train after 12 noon.
Great Eastern	By all local trains from 12 noon to about 4.30 p.m., then by certain local trains till 9 p.m., then by all local trains for the rest of the day on the Palace-gates, Enfield-town, and Walthamstow branches. By any train same day after 12 noon on the Stratford, Stratford-market, and Blackwall branches, and on the East London line.
London and North-Western	Return halves of *inward* tickets are available after 12 noon, in some cases by all trains, in others by specified trains only. (Available in one case for return by a train at 11.40 a.m.) Return halves of *outward* tickets are available for return, in some cases after 12 noon, in others not before 5 p.m., or 12 noon on Saturdays. (In one case by the 4.57 p.m. train, and specified trains after that time, or on Saturdays by the 12.2 noon train, and specified trains after that time.)

APPENDIX No. 1—*continued.*

TABLE G.

"CHEAP" FARES TO EACH TERMINUS.

Longest distance that can be travelled TO THE TERMINUS for each cheap fare on each branch of he several railways (exclusive of lines where the service is provided by more than one company).

[*Where more than one distance is given for a fare on a railway, each distance refers to a separate branch.*]

Cheap return fares.	Great Eastern.		Metropolitan District.		Great Northern.	
	To Liverpool-street.	To Fenchurch-street.	To Mansion House.	To Whitechapel.	To King's Cross.	To Moorgate-street.
Average mileage rates of the fares to each terminus.	·35	·31	·32	·33	·44	·34
1	2	3	4	5	6	7
d.	miles.	miles.	miles.	miles.	miles.	miles.
2	—	—	—	—	2·52 [1]	4·48 [1]
3½	—	—	—	—	3·85 [2] 3·41 [3]	5·81 [2] 5·37 [3]
4	8·30 [1] 6·92 [2] 6·41 [3] 6·31 [4] 6·26 [5] 6·26 [6] 6·02 [7]	9·09 [1] 7·25 [2] 6·59 [3]	—	—	4·75 [4] 4·05 [5]	6·71 [4] 6·01 [5]
4½	8·76 [8] 7·29 [9] 7·19 [10] 7·06 [11] 7·01 [12]	7·70 [4]	—	—	6·20 [6] 5·00 [7]	8·16 [6] 6·96 [7]
5	8·17 [13] 7·37 [14]	—	—	—	5·81 [8] 5·75 [9]	7·77 [8] 7·71 [9]
5½	8·62 [15] 7·96 [16] 7·70 [17]	8·83 [5]	—	—	6·45 [10]	8·41 [10]
6	8·92 [18] 8·50 [19]	9·24 [6]	—	—	6·66 [11]	8·62 [11]
6½	8·79 [20] 8·64 [21]	9·83 [7]	9·89 [1]	—	7·35 [12]	9·31 [12]
7	9·90 [22] 9·50 [23]	10·35 [8]	10·86 [2] 10·60 [3] 10·60 [4]	—	7·82 [13]	9·78 [13]
7½	10·02 [24] 9·90 [25]	—	11·46 [5]	11·13 [1]	8·66 [14] 8·41 [15]	10·62 [14] 10·37 [15]
8	10·80 [26] 10·74 [27] 10·49 [28]	—	—	11·76 [2]	—	—
8½	—	—	12·82 [6]	12·74 [3] 12·48 [4] 12·47 [5]	11·17 [16] 9·21 [17] 9·19 [18]	13·13 [16] 11·17 [17] 11·15 [18]
9	12·40 [29] 11·89 [30]	12·72 [9]	15·00 [7] 13·57 [8]	13·34 [6]	—	—
9½	12·85 [31] 12·25 [32]			—	—	—
10	13·66 [33]			14·70 [7]	10·59 [19]	12·55 [19]
10½	—			16·88 [8] 15·45 [9]		
11	14·07 [34]					

1 Tottenham (*via* Lea-bridge).
2 Custom House.
3 Bruce-grove.
4 West-green.
5 Hoe-street, Walthamstow.
6 Manor-park.
7 Tottenham (*via* Clapton).
Continued in col. 3.

8 North Woolwich.
9 Noel-park and Wood-green.
10 White-Hart-lane
11 Wood-street, Walthamstow.
12 Park.
13 Palace-gates.
14 Ilford.
15 Higham's-park.
16 Silver-street.
17 Angel-road.
18 Gallions.
19 Seven Kings.
20 Lower Edmonton (low level).
Continued in col. 4.

1 North Woolwich.
2 Custom House.
3 Manor-park.
4 Ilford.
5 Seven Kings.
6 Gallions.
7 Goodmayes.
8 Chadwell-heath.
9 Romford.

21 Lower Edmonton (high level).
22 Ponders-end.
23 Goodmayes.
24 Chadwell-heath.
25 Bush-hill-park.
26 Brimsdown.
27 Enfield-town.
28 Churchbury.
29 Romford.
30 Enfield-lock.
31 Waltham Cross.
32 Forty-hill.
33 Theobald's-grove
34 Cheshunt.

1 Ealing-common.
2 Ealing.
3 North Ealing.
4 South Ealing.
5 Boston-road.
6 Osterley and Spring-grove.
7 Hounslow-barracks.
8 Hounslow-town.

1 Mill-hill-park.
2 Ealing-common.
3 Ealing.
4 South Ealing.
5 North Ealing.
6 Boston-road.
7 Osterley and Spring-grove.
8 Hounslow-barracks.
9 Hounslow-town.

1 Finsbury-park.
2 Crouch-end.
3 Harringay.
4 Highgate.
5 Hornsey.
6 Muswell-hill.
7 Wood-green.
8 East Finchley.
9 Bowes-park.
10 New Southgate.
11 Palmer's-green.
12 Finchley.
13 Winchmore-hill.
14 Woodside-park.
15 Oakleigh-park.
16 High Barnet.
17 New Barnet.
18 Enfield.
19 Hadley-wood.

For references see col. 6.

APPENDIX No. 1—*continued.*

TABLE H.

WORKMEN'S FARES ON CONTINENTAL RAILWAYS.

[*The following particulars are taken from the Parliamentary paper, Cd.* 595, 1901, *the distances and fares in the return being here converted into their English equivalents.*]

1.—BELGIUM.

(*a*) *State Railways.*

Workmen's tickets are issued on the Belgian state railways as follows :—

Weekly tickets (6 days)	(*a*)	Available for one single journey each day.
	(*b*)	„ „ return „ „
Weekly tickets (7 days)	(*a*)	Available for one single journey each day.
	(*b*)	„ return „ „

Tickets available for one return journey each week.

The following are the fares charged for a 6-day ticket available for one return journey each day.

APPENDIX No. 1—*continued.*

Workmen's weekly fares for a return journey each day.

Distance in kilometres.	Equivalent distance in miles.	Fare for six days.	Equivalent daily return fare.	Distance in kilometres.	Equivalent distance in miles.	Fare for six days.	Equivalent daily return fare.
		s. d.	*d.*			*s. d.*	*d.*
1–5	62 to 3·10	9·04	1·51	53	32·91	1 9·42	3·57
6	3·73	9·52	1·59	54	33·53	1 9·42	3·57
7	4·35	10·00	1·67	55	34·15	1 9·90	3·65
8	4·97	10·47	1·74	56	34·78	1 9·90	3·65
9	5·59	10·95	1·82	57	35·40	1 10·37	3·73
10	6·21	11·90	1·98	58	36·02	1 10·37	3·73
11	6·83	11·90	1·98	59	36·64	1 10·37	3·73
12	7·45	1 0·38	2·06	60	37·26	1 10·85	3·81
13	8·07	1 0·38	2·06	61	37·88	1 10·85	3·81
14	8·69	1 0·85	2·14	62	38·50	1 11·32	3·89
15	9·31	1 0·85	2·14	63	39·12	1 11·32	3·89
16	9·94	1 1·33	2·22	64	39·74	1 11·32	3·89
17	10·56	1 1·33	2·22	65	40·36	1 11·80	3·97
18	11·18	1 1·80	2·30	66	40·99	1 11·80	3·97
19	11·80	1 1·80	2·30	67	41·61	2 0·28	4·05
20	12·42	1 2·28	2·38	68	42·23	2 0·28	4·05
21	13·04	1 2·28	2·38	69	42·85	2 0·28	4·05
22	13·66	1 2·76	2·46	70	43·47	2 0·75	4·12
23	14·28	1 2·76	2·46	71	44·09	2 0·75	4·12
24	14·90	1 3·23	2·54	72	44·71	2 1·23	4·20
25	15·52	1 3·23	2·54	73	45·33	2 1·23	4·20
26	16·15	1 3·71	2·62	74	45·95	2 1·23	4·20
27	16·77	1 3·71	2·62	75	46·57	2 1·70	4·28
28	17·39	1 4·18	2·70	76	47·20	2 1·70	4·28
29	18·01	1 4·18	2·70	77	47·82	2 1·70	4·28
30	18·63	1 4·66	2·78	78	48·44	2 1·70	4·28
31	19·25	1 4·66	2·78	79	49·06	2 1·70	4·28
32	19·87	1 5·14	2·86	80	49·68	2 2·18	4·36
33	20·49	1 5·14	2·86	81	50·30	2 2·18	4·36
34	21·11	1 5·61	2·93	82	50·92	2 2·66	4·44
35	21·73	1 5·61	2·93	83	51·54	2 2·66	4·44
36	22·36	1 6·09	3·01	84	52·16	2 2·66	4·44
37	22·98	1 6·09	3·01	85	52·78	2 3·13	4·52
38	23·60	1 6·56	3·09	86	53·41	2 3·13	4·52
39	24·22	1 6·56	3·09	87	54·03	2 3·61	4·60
40	24·84	1 7·04	3·17	88	54·65	2 3·61	4·60
41	25·46	1 7·04	3·17	89	55·27	2 3·61	4·60
42	26·08	1 7·52	3·25	90	55·89	2 4·08	4·68
43	26·70	1 7·52	3·25	91	56·51	2 4·08	4·68
44	27·32	1 7·99	3·33	92	57·13	2 4·56	4·76
45	27·94	1 7·99	3·33	93	57·75	2 4·56	4·76
46	28·57	1 8·47	3·41	94	58·37	2 4·56	4·76
47	29·19	1 8·47	3·41	95	58·99	2 5·04	4·84
48	29·81	1 8·94	3·49	96	59·62	2 5·04	4·84
49	30·43	1 8·94	3·49	97	60·24	2 5·51	4·92
50	31·05	1 9·42	3·57	98	60·86	2 5·51	4·92
51	31·67	1 9·42	3·57	99	61·48	2 5·51	4·92
52	32·29	1 9·42	3·57	100	62·10	2 5·99	5·00

BELGIA

(b) *Other than State Railways.*

The fares and regulations for workmen's tickets on the companies' railways are generally the same as those on the State railways. On two lines, those of Chimay and Faviers-Embresin, there are no special fares for workmen.

(c) *Light Railways.*

Workmen's tickets on the Belgian light railways are issued as follows—

Weekly tickets (6 days)	(*a*)	available for one	single	journey each day.
	(*b*)	,,	return	,,
Weekly tickets (7 days)	(*a*)	,,	single	,,
	(*b*)	,,	return	,,

The following table shows the fares in operation for a six-day ticket available for one return journey each day.

APPENDIX No. 1—*continued.*

Workmen's weekly fares for a return journey each day.

Distance in kilometres.	Equivalent in miles.	Fare for six days.	Equivalent daily return fare.	Distance in kilometres.	Equivalent in miles.	Fare for six days.	Equivalent daily return fare.
		s. d.	d.			s. d.	d.
1	·62	7·14	1·19	16	9·94	1 9·90	3·65
2	1·24	7·14	1·19	17	10·56	1 10·37	3·73
3	1·86	7·14	1·19	18	11·18	1 10·85	3·81
4	2·48	10·00	1·67	19	11·80	1 10·85	3·81
5	3·10	11·42	1·90	20	12·42	1 10·85	3·81
6	3·73	1 1·33	2·22	21	13·04	2 0·28	4·05
7	4·35	1 2·76	2·46	22	13·66	2 1·70	4·28
8	4·97	1 3·23	2·54	23	14·28	2 2·66	4·44
9	5·59	1 4·18	2·70	24	14·90	2 4·08	4·68
10	6·21	1 4·18	2·70	25	15·52	2 4·56	4·76
11	6·83	1 6·09	3·01	26	16·15	2 5·99	5·00
12	7·45	1 7·99	3·33	27	16·77	2 7·42	5·24
13	8·07	1 7·99	3·33	28	17·39	2 8·37	5·39
14	8·69	1 9·42	3·57	29	18·01	2 9·80	5·63
15	9·31	1 9·42	3·57	30	18·63	2 10·27	5·71

2.—FRANCE.

Workmen's weekly tickets are issued on the French railways, covering one return journey each day.

The fares vary on the different lines, but those on the "Chemin de Fer de l'Ouest" are fairly representative of the rates charged. They are as follows:—

Distance in kilometres.	Equivalent distance in miles.	Weekly fare for one return journey daily.	Equivalent daily return fare.
		s. d.	d.
Up to 9	Up to 5·59	9·52	1·59
9 ,, 12	5·59 ,, 7·46	1 0·38	2·06
12 ,, 14	7·46 ,, 8·70	1 2·28	2·38

These fares are at the rate of about $\frac{1}{3}$ of the ordinary third class fares.

3.—GERMANY.

The following are particulars of the workmen's tickets issued on the various German railways—

Railway.	Class of tickets issued.	Rate charged per mile.
		d.
STATE RAILWAYS—		
Imperial Railways in Alsace-Lorraine	Monthly tickets available for one single or return journey per day—	
	(*a*) Including Sundays	·14
	(*b*) Excluding Sundays	
	Daily return tickets	·32
Prussian State Railways	Weekly tickets for one single or return journey per day (6 days)	·19
Bavarian State Railways	Weekly tickets for one single or return journey per day (6 days)	·19
	Daily return tickets	
Saxon State Railways	Monthly tickets (single journeys)	From ·13 to ·25
	Weekly tickets for one single or return journey per day (6 days)	
Würtemberg State Railways	Weekly tickets for one single or return journey per day (6 days)	·19
	Daily return tickets	
Baden State Railways	Weekly tickets for one single or return journey per day (6 days)	Up to 3·11 miles, ·19 Beyond 3·11 miles, ·16
Mecklenburg-Friedrich Franz Railway	Workmen's tickets issued only in special cases	—
Oldenburg State Railways	Weekly tickets for one single or return journey per day (6 days)	·19
COMPANIES' RAILWAYS	The few railway companies existing in Germany, so far as they issue workmen's ticket have generally adopted the system of the Prussian State Railways.	

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APPENDIX No. 1 —*continued.*

TABLE I.

REMISSION OF PASSENGER DUTY.

ESTIMATED amount received in remission of passenger duty by railway companies serving London under the provisions of the Cheap Trains Act, 1883.

Year.	East London.	Great Central.	Great Eastern.	Great Northern.	Great Western.	London and North-Western.	London and South-Western.	London, Brighton and South Coast.	London, Tilbury and Southend.	Metropolitan.
	£	£	£	£	£	£	£	£	£	£
1884 - -	288		41,219	20,779	46,207	94,371	17,866	14,039	1 866	6.893
1885 - -	1,033		41,249	20,968	58,705	93,615	19,756	26,486	2.220	6,291
1886 - -	916		45,694	22,684	56,906	99,858	25,723	21,103	2,696	6,780
1887 - -	947		46,272	23,022	59,825	102,774	26,186	22,104	3,029	7,198
1888 - -	961		47,129	23,982	63,919	101,692	26,831	23,171	2,555	6,636
1889 - -	994	Railway	50,015	25,255	69,089	110,322	28,536	24,532	3,029	6,845
1890 - -	1,026	did not	53,902	27,020	76,454	113,633	31,167	25,957	2,975	6,806
1891 - -	1,070	serve	55,942	28,055	80,934	118,142	32,925	27,243	3,118	7,076
1892 - -	1,082	London	58,016	29,951	82,392	123,846	34,948	27,851	3,321	6,848
1893 - -	1,062	until	62,624	30,858	89,560	125,830	36,831	28,897	3,390	7,302
1894 - -	1,057	1899	63,071	31,906	108,293	134,533	38,816	30,499	3,397	7,363
1895 - -	1,021		64,731	31,873	117,327	137,557	40,633	31,174	3,491	7,167
1896 - -	1,049		68,430	33,379	118,478	140,749	41,065	32,866	4,083	7,491
1897 - -	1,089		71,354	34,790	119,091	144,706	41,337	33,822	4,534	7,829
1898 - -	1,070		74,438	36,054	121,530	145,923	42,331	33,748	4,875	7,986
1899 -	1,085	12,762	78,536	37,359	126,772	150,171	43,830	34,239	5,343	8,048
1900 - -	1 076	13,977	82,332	38,860	130,308	159,040	44,478	34,603	5,724	7,813
1901 - -	1,050	14,633	85,264	38,077	133,426	155,235	44,086	33,385	6,158	7,103
1902 - -	1,016	14,874	85,297	38,570	135,289	153,891	45,040	33,469	6,540	7,110
TOTALS, 1884-1902	18,892	56,246	1,175,515	573,442	1,794,505	2,405,888	662,385	539,188	72,344	136,505

Year.	Metropolitan District.	Metropolitan and Metropolitan District Joint.	Midland.	North London.	North and South West Junction.	South Eastern and Chatham.	Whitechapel and Bow.	Central London.	City and South London.	Waterloo and City.	Total.
	£	£	£	£	£	£	£	£	£	£	£
1884 - -	12,976	172	46,975	5,543	2	26,264					335,380
1885 - -	13,448	483	46,719	5,566	3	32,072					368,614
1886 - -	14,648	691	48,238	5,948	10	33,081			Not		384,976
1887 - -	12,695	685	48,898	6,025	11	33,771			open		393,442
1888 - -	12,350	655	49,241	6,045	12	33,451					398,630
1889 - -	12,211	657	51,910	6,039	12	34,074					423,520
1890 - -	12,698	835	55,105	6,236	12	37,100				Not	450,926
1891 - -	13,554	870	57,374	6,366	13	38,487		Not	—	open	471,169
1892 -	13,755	711	58,384	6,483	14	39,261	Not	open	—		486,863
1893 -	13,196	687	58,669	6,512	15	40,800	open		43		506,276
1894 - -	13,755	707	60,832	6,561	16	42,518			17		543,341
1895 - -	13,704	671	62,507	6,668	16	42,594			245		561,379
1896 - -	13,791	683	65,390	6,840	16	45,326			157		579,793
1897 - -	14,629	732	68,329	7,046	17	48,101			171		597,577
1898 - -	14,205	696	71,668	6,880	17	44,517			159	(a)	606,097
1899 - -	14,236	693	73,919	6,947	18	47,896			159	(a)	642,013
1900 - -	13,653	684	75,922	6,925	18	49,514		503	303	899	666,632
1901 - -	12,663	654	78,392	6,681	17	45,911		1,370	600	996	665,701
1902 - -	13,370	710	79,875	6,665	15	47,763	395	1,492	704	1,050	673,135
TOTALS, 1884–1902	255,537	12,676	1,158,347	121,976	254	762,501	395	3,365	2,558	2,945	9,755,464

(a) Included in figures for London and South-Western.